

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 1, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By receiving the memorandum from the City Clerk, dated June 24, 2005.

1

CITY OF VAUGHAN TAXI CAB ADVISORY COMMITTEE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, chairperson of the Taxi Cab Advisory Committee, dated June 20, 2005:

Recommendation

Councillor Carella, chairperson of the Taxi Cab Advisory Committee, in consultation with members of the Committee recommends:

1. That Licensing By-law 2-2001 as it relates to the licensing of taxi cab owners and drivers be amended in accordance with Appendix 1 attached hereto, and that notice of intention to amend the by-law be given;
2. That By-law 2-2001 be amended to reflect the requirement that sensitivity training be implemented only for new drivers driving taxi cabs in the City of Vaughan;
3. Should Council agree with recommendation #2, that staff be authorized to issue refunds to those taxi cab owners and drivers who pre-paid for sensitivity training; and
4. That changes to the licensing by-law as contained in this report be brought forward and amalgamated as part of a future report to Council dealing with changes to the Licensing By-Law as required by the Municipal Act.

Economic Impact

Not applicable

Purpose

To make changes to the City's Comprehensive Licensing By-Law, taxi cab section, based on recommendations of the Taxi Cab Advisory Committee.

Background - Analysis and Options

Over the past few years taxi cab owners and drivers have expressed concerns with specific administrative requirements related to the issuance and renewal of licenses. At a meeting held late 2004 these concerns were again raised and discussed. Attached as Appendix 1 to this report is a listing of the recommended changes and the rationale in support thereof.

With respect to item#1, the Committee recommends that vulnerable sector screening letters be required on initial applications only and that they be dated no later than 90 days from the date of the application for all taxi cab drivers and thereafter at the discretion of the licensing officer should there be concerns of a criminal nature. The Committee was advised by the owners and drivers that this is the practice of the City's Toronto and Mississauga. Staff contacted these municipalities and have been advised as follows:

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Toronto-requires police screening letters every four years.

Mississauga-upon initial application and upon demand thereafter at the licensing officers discretion.

Staff has considered the approaches of each of the above municipalities and is comfortable in recommending that vulnerable sector screening letters for drivers be provided on all initial applications only and upon demand of the licensing officer should concerns arise around a licensees police record.

With respect item#2, the Committee recommends that medical certificates be required on initial applications only, provided they are dated within 90 day of the application and upon demand of the licensing officer should there be any concerns that the condition of a driver affects the safe operation of a vehicle. This change is consistent with similar requirements already in place for all other vehicle licenses. Staff is prepared to work with the drivers in this regard.

With respect to item #3, Council on September 13,2004 referred the matter of sensitivity training to the Taxi Cab Advisory Committee requesting the matter return to a future Committee of the Whole meeting. Nathan Asare a deputant spoke at the Committee of the Whole on the issue of sensitivity training indicating that a majority of drivers with existing licenses have been driving cabs for a number of years and are well trained in regards to City venues and how to deal with the needs of disabled persons. The Taxi Cab Advisory Committee discussed the need for training and recommended that training be provided to new drivers only citing that drivers in the system have through their experience compiled a thorough knowledge of the City and how to deal with disabled persons. Staff is prepared to work with the industry in this regard by requiring all new taxi drivers take orientation and sensitivity training prior to being issued a license. In the long run both the industry and Vaughan citizens will benefit from this training. Training in this regard will be arranged through the City of Mississauga.

Based on Councils recommendation in December 2002 to implement orientation and sensitivity training to all taxi drivers, staff by way of Council approval entered into an agreement with the City of Mississauga to provide such training. Training dates were scheduled. In this regard staff booked appointments requiring payment for the course in advance at a cost of \$209.00 per person. Should Council wish to adopt the taxi advisory committees recommendation that training be provided to new drivers only staff will need to refund monies paid by drivers who fall outside of this criteria. The amount to be refunded is approximately \$15,000 and is presently sitting in a deferred account pending resolution of the matter.

With respect to item #4, the present section of the by-law provides that an applicant for a taxi driver's license must successfully complete an examination in order to obtain a license. The applicant is given three attempts to pass the examination, the applicant having to achieve a 75% mark on the first attempt, 80% and 85% respectively before being granted a license. This section was put in place prior to the recommendation that orientation and sensitivity training be provided. During our recent training period it was staffs experience that applicants writing the exam after having taken the sensitivity training achieved an average mark of 65%. The Taxi Advisory Committee felt that a mark of 67% was an appropriate passing mark to obtain a license.

With respect to item# 5, the taxi cab advisory committee expressed concern that taxi drivers were hesitant to administer first aid to passengers, citing the potential for civil liability. In the event medical attention is required drivers would rather call 911 requesting emergency medical assistance or in the alternative, drive the passenger to the nearest hospital or medical clinic. Accordingly, the committee felt it appropriate to remove the requirement that taxi cabs be required to carry first aid kits. In addition, drivers raised concerns with the requirement that taxi

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cabs carry fire extinguishers. The Committee was of the opinion that taxi drivers should not be required to act as firefighters citing the potential for civil liability. The Highway Traffic Act (Regulation 629) requires that all accessible taxi cabs carry fire extinguishers and first aid kits. Accordingly, and for these vehicles only, the licensing by-law will reflect this requirement.

Item # 6, speaks to the mechanical condition of taxi cabs presently on the road. At the present time, the by-law states that vehicles more than 6 years old, previous to the year in which the vehicle is licensed, shall not be used as a taxi cab with the provisions that a vehicle may be allowed to operate as a taxi cab upon a mechanical certificate being produced to the licensing officer every 3 months. This provision is administratively problematic for both the owner of the vehicle and licensing staff. During the present year stepped up enforcement has resulted in taxi cabs being in better condition. Accordingly, the committee recommends that taxi cabs be permitted to operate for a maximum of seven years. Annual vehicle safety certificates will still be required. Note that the licensing officer and enforcement services may at any time pull the car from service if it is deemed to be unsafe.

With respect to item#7, the by-law presently provides that taxi drivers provide a Statement of Driver Record as part of the application and that same be dated within 30 days of the application. To be consistent with similar requirements presently in place for “drivers” for other licenses the committee is proposing to amend the 30 days to 90 days and further that driver records only be required on initial applications. The licensing officer will retain the right to demand a further statement should there be any concerns with a drivers driving record.

Item#8, provides that all taxi cabs be identified by the letter “V” preceding the taxi cab license number presently applied on both rear fenders of the vehicle. The City of Vaughan has established a taxi cab plate sequence commencing at 500 which provides a distinct recognition for Vaughan cabs. The Committee feels it is unnecessary to require that the letter designation “V” be in place. Staff has considered the request and has no objection to its removal. In addition the Committee recommends that decaling on the side of the vehicle displaying the name of the brokerage be removed. In lieu of decaling, cabs from each of the three brokerages presently operating in the City now have distinct roof lights identifying their brokerage with phone numbers.

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 has reviewed the recommended changes and is prepared to work with the taxi industry to implement the change. The changes will over time strengthen the taxi industry and provide a higher level of service to Vaughan citizens.

Attachments

Appendix A

Report prepared by:

Joseph A.V. Chiarelli
Manager Special Projects Licensing & Permits
Insurance-Risk Management

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

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Item 2, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

2

**ENVIRONMENTAL TASK FORCE
APPOINTMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Frustaglio, Chair Environmental Task Force, dated June 20, 2005:

Recommendation

Regional Councillor Frustaglio, Chair Environmental Task Force recommends:

That Councillor Alan Shefman be appointed to the Environmental Task Force.

Economic Impact

N/A

Purpose

To request that Councillor Alan Shefman be appointed to the Environmental Task Force.

Background - Analysis and Options

The Environmental Task Force was established by Council in February 2004. This Task Force was set-up to advance its strategic goal of environmental leadership as set out by Vaughan Vision 2007. You will note that the Mayor and two Members of Council are included under "Membership" in the attached Terms of Reference. The current members are:

- Regional Councillor Joyce Frustaglio, Chair
- Regional Councillor Mario Ferri, Vice-Chair
- Mayor Michael Di Biase

Staff participants include the City Manager and Commissioners or assigned representatives from Building & Facilities; Bylaw Enforcement; Public Works; Parks Development; Purchasing; Human Resources; Community Planning; Urban Design; Engineering; Corporate Communications and Economic / Technology Development Departments, Vaughan Public Libraries and PowerStream.

Relationship to Vaughan Vision 2007

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

Conclusion

Councillor Shefman has indicated an interest to be a member of the Environmental Task Force and therefore it is recommended that he be formally appointed.

Attachments

Attachment # 1 - Terms of Reference, Environmental Task Force

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Report prepared by:

Adelina Bellisario, Assistant City Clerk

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Item 3, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

3 SPADINA-YORK SUBWAY EXTENSION COMMITTEE – ADDITION OF MEMBERS AND QUORUM

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated June 20, 2005:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That the following representatives be appointed as members of the Spadina-York Subway Extension Committee:
 - a) Mr. Andy Manahan, Universal Workers Union Local 183;
 - b) Mr. Chester Lew, Parc Downsview Park Inc.;
 - c) Mr. Mike Yorke, Carpenters & Allied Workers Local 27;
 - d) Mary-Frances Turner, York Region Transit Plan Committee;
 - e) Mr. Brian Shifman, Smart Commute Association of Black Creek; and
 - f) A representative from Go Transit; and
2. That the City Clerk be directed to give notice of intention to amend the Council Procedure Bylaw to reduce the quorum requirements for the Spadina-York Subway Extension Committee, thereby keeping quorum at 5 members.

Economic Impact

N/A

Purpose

To allow for additional members to the Spadina-York Subway Extension Committee, while maintaining the number for quorum at 5 members.

Background - Analysis and Options

At the last Spadina-York Subway Extension Committee Meeting, the Committee recommended that the above-noted recommendations be taken as a request to City of Vaughan Council (Item 8a) of the May 6, 2005 Committee Minutes). The representatives being suggested for appointment to the Committee do attend the Committee meetings on a regular basis, and it would be more beneficial to the overall working dynamics of the Committee to have these representatives attend as members, rather than guests.

The rules and regulations of Council's Procedure Bylaw, including quorum, apply to sub-committees, advisory committees, et cetera. Consequently, this bylaw would have to be amended to accommodate any quorum reduction for the Spadina-York Subway Extension Committee. Notice of intention to pass an amendment to the Bylaw would have to be given.

Relationship to Vaughan Vision 2007

- 1.3.1 Develop and implement innovative alternatives for service delivery.
- 3.1 Support the TTC subway extension project, with the Spadina line as the top priority.

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This report is consistent with priorities previously set by Council.

Conclusion

In response to the recommendation request by the Spadina-York Subway Extension Committee, it is recommended that the above-noted representatives be appointed to the Spadina-York Subway Extension Committee and that notice of intention to pass an amendment to the Procedure Bylaw be given to maintain quorum for the Committee at 5 members.

Attachments

1. Spadina-York Subway Extension Committee Meeting Minutes of May 6, 2005

Report prepared by:

Cindy Furfaro-Benning, Council Administrative Assistant

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

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Item 4, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

**4 REQUEST TO YORK REGION FOR INSTALLATION OF A TRAFFIC LIGHT:
INTERSECTION OF RUTHERFORD ROAD AND FOREST FOUNTAIN DRIVE, WOODBRIDGE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Carella, dated June 20, 2005, be approved; and**
- 2) That the information submitted by Regional Councillor Frustaglio regarding the 2005 Traffic Safety Improvement Program by the York Region Transportation and Works Committee, be received.**

Recommendation

Councillor Carella recommends that the Region of York be requested to conduct a study to determine if the installation of the a traffic signal at the intersection of Rutherford Road and Forest Fountain Drive, in Woodbridge, is warranted at this time.

Economic Impact

Nil

Purpose

To determine if traffic volume at this intersection is sufficient to warrant the installation by the Region of York of a four-way traffic light at this intersection.

Background - Analysis and Options

In the spring of 2004, the Region of York conducted a traffic study at this intersection, determining that a signal was not warranted at that time. However, fourteen months have elapsed since that study and residents are of the opinion that such a light may now be warranted.

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

If a traffic light is warranted at this location---an issue which can only be determined by the Region of York, said light should be installed, to enhance the safe flow of traffic at this location.

Attachments

None

Report prepared

Councillor Tony Carella

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Item 5, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

5

TEMPORARY CLOSURE OF PINE YORK OPEN SPACE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Carella recommends that staff proceed to negotiate with the Toronto Region Conservation Authority the temporary closure of the Pine York Open Space (WOS4) for a period of not less than twelve months, commencing no later than September 1, 2005.

Economic Impact

Nil

Purpose

To respond to concerns of abutting residents re the misuse of this open space

Background - Analysis and Options

Recent reports of incidents of littering, general vandalism, and threats directed at the residents whose properties abut the Pine York Open Space (Parks Department designation WOS4) have come to the attention of the local councillor and Parks Department staff. Apparently these incidents have been perpetrated by high school-age students who use the open space as a pathway to and from the fast food outlets in the vicinity of Pine Valley Drive and Regional Road 7. As ongoing police and/or staff surveillance is not feasible, the closure of the open space may communicate the appropriate message---that open spaces are not meant to be zones where lawlessness is tolerated, and that the put an end to such lawlessness, the City is prepared to deny public access to certain open spaces for a time.

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

While pedestrian-friendly links are an important component of strategies to reduce reliance on automobiles, lawless behaviour in and around open spaces is not to be tolerated. One way in which this message can be communicated is to deny access to such open spaces for a time.

Attachments

Map indicating the location of WOS4 (Pine York Open Space)

Report prepared by:

Councillor Tony Carella

(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 6, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

6

PARTICIPATION IN “ONEYORK” INITIATIVE

The Committee of the Whole recommends that Clauses 1 and 2 of the recommendation contained in the following report of the City Manager and the Commissioner of Economic/Technology Development and Communications, dated June 20, 2005, be approved:

Recommendation

The City Manager and the Commissioner of Economic/Technology Development and Communications, in consultation with the Chief Information Officer, recommend:

1. That the City of Vaughan does not participate in the OneYork initiative at this time;
and
2. That staff continue to monitor the establishment of OneYork organization and its progress; and
3. That when available, future OneYork services be considered as required, and be evaluated and acquired in accordance with the City's purchasing policies.

Economic Impact

There is no immediate economic impact resulting from the recommendations of this report.

Purpose

The purpose of this report is to update Council on the purpose and status of OneYork initiative, and to provide Council with staff recommendations in respect to OneYork.

Background - Analysis and Options

In 2004, the Regional Municipality of York Council established an e-Government Sub-committee with the purpose to review the municipality's Information Technology (IT) initiatives and make related recommendations to Regional Council. Regional Councillor Jim Jones was named as Chair of the e-Government Sub-committee. On March 31, 2005, Regional Council approved an e-Government Sub-committee recommendation to start a OneYork initiative.

The purpose of OneYork initiative is to create a single governance and operations structure for technology and telecommunications infrastructure for OneYork participants. The targeted participants are local municipalities, universities, schools, hospitals and libraries in York Region. The rationale for OneYork is based on the assumption that pooling participants' resources and operating the shared technology and telecommunications infrastructure at “no profit”, will make a positive impact on the overall cost of IT operations for the participants, as well as enable some participants to benefit from certain technology and telecommunications solutions that they could not afford on their own.

On February 15, 2005, Regional Councillor Jim Jones presented the rationale for OneYork initiative to the City of Vaughan Committee of the Whole (Working Session). On February 28, 2005, City of Vaughan Council directed the City Manager to consider the presentation made by Regional Councillor Jim Jones and to prepare an appropriate response following the area Chief Administrative Officers' (CAO's) consideration of this matter.

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The area CAO's (or designates) met on several occasions to discuss the OneYork initiative and to develop a governance framework for future OneYork activities. In addition to the CAO's meetings, several meetings were held between OneYork potential participants' IT leaders to consider technology opportunities and potential impact to each participant's organization that would result from the OneYork initiative.

Based on the governance and technical discussions that took place, the following factors have influenced staff recommendations that are presented in this report:

- The scope, mandate and specific deliverables of OneYork initiative are unclear and inconsistent;
- The financial impact to each OneYork participant is undefined;
- The specific benefits to each OneYork participant are undefined;
- Other than a concept worthy of future perusal, there is no justifiable business case for OneYork;
- This is a grand-scale initiative which will require a considerable commitment of staff time and future funding;
- OneYork participants with well-established technology/telecommunications infrastructure and IT practices will be held back by other participants who need to evolve their IT environments;
- The City's current technology and telecommunications requirements are adequately addressed;

Having considered strategic, governance, technical, logistic, financial and resources aspects of OneYork initiative, staff concluded that this is a high risk initiative with little potential value to the City of Vaughan. Therefore, the City of Vaughan should not participate in this initiative at this time.

Should OneYork initiative result in the creation of a viable business venture that offers competitive services and/or products, the City of Vaughan should consider those services in accordance with the City's purchasing policies.

Relationship to Vaughan Vision 2007

The recommendations of this report are consistent with priorities previously set by Council.

Conclusion

Having considered strategic, governance, technical, logistic, financial and resources aspects of OneYork initiative, staff concluded that this is a high risk initiative with little potential value to the City of Vaughan. Therefore, the City of Vaughan should not participate in this initiative at this time.

Should OneYork initiative result in the creation of a viable business venture that offers competitive services and/or products, the City of Vaughan should consider those services in accordance with the City's purchasing policies.

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Attachments

None

Report prepared by:

Dimitri Yampolsky, Chief Information Officer (CIO)

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Item 7, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

7

**FIRE PROTECTION SERVICES
AGREEMENT BETWEEN THE CITY OF VAUGHAN AND THE CITY OF TORONTO**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Fire Chief, dated June 20, 2005:

Recommendation

The Fire Chief, in consultation with the Director of Legal Services, recommends:

1. A By-law be enacted to authorize the execution of the Fire Protection Services Agreement between the City of Vaughan and the City of Toronto.

Economic Impact

There are no new operating or capital costs associated with this fire protection services agreement.

Purpose

The purpose of this agreement is to formalize the long-standing cooperative relationship that the City of Vaughan Fire and Rescue Service has shared with the Toronto Fire Services.

Background - Analysis and Options

The City of Vaughan and the City of Toronto share a considerable border area along Steeles Ave. from Yonge Street to Highway 50. On occasion, both the Vaughan Fire and Rescue Service and the Toronto Fire Services will receive calls from the public reporting emergency incidents in the area of Steeles Ave. but are unable to determine the exact address. A common scenario would be that the caller can see heavy smoke in the area of Steeles Ave., but does not know if the origin of the smoke is on the north or south side of the street. In that situation, both fire services will respond and worry about jurisdiction later. As apparatus from both services will arrive at approximately the same time, the "visiting" firefighters will assist the "home" firefighters until the fire or emergency is under control. The "visiting" firefighters will then clear and leave the "home" firefighters to finish operations. For many years the City of Vaughan had an informal agreement with the City of North York and the City of Etobicoke that encouraged this cooperation. When the former cities amalgamated into the City of Toronto, the informal agreement continued.

If the participation of the "visiting" firefighters is extensive and over a longer period of time, then the "visiting" fire department will invoice the "home" fire departments to recover expenses. An example of this practice occurred in October, 2004, when the Toronto Fire Service sent an invoice to the City of Vaughan to recover the costs of their assistance to the Vaughan Fire and Rescue Service at the tanker fire at Dufferin St. and Centre St. (Vaughan in turn recovered that cost by billing the tanker owner for total cost recovery).

The Fire Protection and Prevention Act, (Section 2(5)), states:

A municipality may, under such conditions as may be specified in the agreement enter into an agreement to,

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- a) *provide such fire protection services as may be specified in the agreement to lands or premises that are situated outside the territorial limits of the municipality; and,*
- b) *receive such fire protection services as may be specified in the agreement from a fire department situated outside the territorial limits of the municipality.*

This section of the FPPA is the legal authority for a fire service protection agreement between the City of Vaughan and the City of Toronto. .

The City of Toronto has taken the initiative to enter into fire service protection agreements with its neighbouring municipalities. Toronto has already completed agreements with Pickering, Markham, Mississauga and the Greater Toronto Airport Authority and is desirous of a signed agreement with Vaughan.

The City of Vaughan already has formal “mutual aid” agreements with the other municipalities in the Region of York.

The Director of Legal Services has reviewed and approved the proposed Fire Protection Services Agreement attached.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, Item 1.1.5; review and update all City emergency-planning, response and prevention methodologies.

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

Conclusion

A Fire Protection Services Agreement between the City of Vaughan and the City of Toronto would ensure cooperation between the two municipalities for fire protection issues not only along their common border but elsewhere in the municipalities during extreme emergencies. This agreement will not mean that the Vaughan Fire and Rescue Service will be going into Toronto to assist at fires any more frequently than it currently does. However, it does mean that Vaughan will have the legal authority under the Fire Protection and Prevention Act and the agreement to do so when necessary. This also applies to Toronto coming to assist Vaughan. It is a matter of due diligence to have this Fire Protection Services Agreement in place.

Attachments

None

Report prepared by:

Glenn G. Duncan, Deputy Fire Chief – Support Services ext. 8206.

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Item 8, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

**8 JOINT PARTNERSHIP PROJECT -THE REGION OF YORK AND THE
CITY OF VAUGHAN/MIXED USE BUILDING SENIORS APARTMENTS
AND A SENIORS ACTIVE LIVING CENTRE – BLUE WILLOW DRIVE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 20, 2005:

Recommendation

The Commissioner of Community Services in consultation with the Director of Legal Services recommends:

That a By-law be enacted authorizing the Mayor and Clerk to execute a development agreement, ground lease and one exclusive use lease between the City of Vaughan and the Regional Municipality of York, in a form satisfactory to the Commissioner of Community Services and the City Solicitor, for the joint partnership project consisting of a mixed use building comprised of seniors apartments and a seniors active living centre.

Economic Impact

In 2001, Council approved the amount of \$100,000 dollars for the cost of the design consultants for the project. In 2002, Council approved the use of \$900,000 dollars for the development, design and construction for the project. In total, the City of Vaughan will be contributing \$1,000,000 dollars to the seniors' development on Blue Willow Drive.

Purpose

To obtain Council approval to execute all documents including a development agreement, ground lease, and an exclusive use lease for a seniors development on Blue Willow Drive.

Background - Analysis and Options

On June 23, 2003, Council directed staff to enter into a development agreement with the Region of York, based on the principles as outlined in the Memorandum of Understanding, approved in June 2002.

On June 14, 2004, Council directed staff to prepare a ground lease and exclusive use leases which outline the proposed legal structure between the Region of York and the City of Vaughan for a joint development of a combined senior citizen's apartments and seniors' active living centre, located in Vaughan.

The development agreement will describe the obligations and responsibilities of the parties will respect to construction and details the cost sharing arrangement.

The ground lease between the City as landlord and the Region as tenant for the entire project lands will stipulate that any buildings constructed on the project lands will be owned by the Region during the term of the lease. At the end of the ground lease (50 years) the legal ownership of both the land and the building will be held by the City of Vaughan. The rent will be nominal. The Disposal of Property by-law does not fully apply as the facility is exempted as a municipal capital facility.

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On February 14, 2005, Council directed staff to ensure that the City of Vaughan contributes \$1 million dollars for approximately 5,000 sq. ft. in addition to the land for the Blue Willow project; and that the Region of York be advised that the cash-in-lieu of parkland is required to be paid for this project.

The exclusive use lease between the Region, as landlord, and the City, as tenant, for approximately 5,308 square feet of the ground floor of the building is for the seniors active living centre space. The rent will be nominal. There will be another exclusive use lease between the Region, as landlord, and Housing York Inc., for the remainder of the building which is for senior apartments.

Blue Willow Project – Timetable of Deliverables:

Critical deliverables for this project are as follows:

- Vaughan and the Region of York Legal staff will finalize the development agreement and ground lease and prepare these documents for execution by end of June 2005;
- The project architect will submit the building permit application package to the City by the week of June 6, 2005. A building permit is required for the Blue Willow project by August 26, 2005 to comply with the funding commitment by the Federal/Provincial Affordable Housing Program;
- A third party technical consultant, in addition to City and Region staff will complete a pre-tender review of the project drawings and specifications by the end of the week of June 10th, 2005. A consolidated list of all comments will be sent to the project architect on June 13, 2005;
- The Region's Supply and Services Department has scheduled the construction tender to the pre-qualified general contractors the week of June 24, 2005. There is a three week turnaround for tender submissions. City of Vaughan staff will be invited to attend the opening of the tenders in mid-July;
- The Region is commencing the planning of the groundbreaking event for late August just prior to the start of construction. Region staff will be in contact with City staff to discuss this item;
- As a pre-condition of tendering of the construction of the project, the Regional Municipality of York requires that the City of Vaughan execute the development agreement.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set out in Vaughan Vision 2007, 1.3 Provide effective and efficient delivery of services and the necessary resources have been allocated and approved.

Conclusion

Council approval is being sought to authorize the execution of the development agreement, ground lease and one exclusive use lease to the Commissioner of Community Services and the City Solicitor.

The urgency to complete this phase of the project development is vital in order to comply with funding conditions of the Affordable Housing Program. This approval is critical, as failure to meet this program requirement could put \$1.7 million in Provincial and Federal funding for this project at risk.

Attachments

None

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Report prepared by:

Lynne A. Bonneville
Administrative Manager
Community Services, Ext. 8296

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Item 9, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

**9 REQUEST FOR DESIGNATION UNDER THE ONTARIO HERITAGE ACT
 OF THE GRAHAM HOUSE, 9933 DUFFERIN STREET**

The Committee of the Whole recommends:

- 1) That this matter be referred to a future Committee of the Whole meeting; and**
- 2) That the written submission of Ms. Rosemarie Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 402, Woodbridge, L4L 8S5, dated June 17, 2005, be received.**

Recommendation

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

1. That the structure at 9933 Dufferin Street, identified as the Graham House, be designated for its cultural heritage value under Part IV of the Ontario Heritage Act.

Economic Impact

There is no financial impact to undertake the proposed Designation request. Funds for the proposed designation (which includes advertising and other administrative costs) will be funded through the Heritage Vaughan 2005 Operating Budget.

Purpose

The purpose of this report is to seek approval to initiate the Designation of the Graham House, 9933 Dufferin Street, in Block 11, Lot 20, Concession 2, under Part IV of the Ontario Heritage Act.

Background - Analysis and Options

The structure identified as the Graham House, 9933 Dufferin Street, located at the south-east corner of Major Mackenzie Drive and Dufferin Street (Block 11), has been identified by Cultural Services staff and the Heritage Vaughan committee as having cultural heritage value. The incorporation of the building in the proposed development plan, (draft plan of subdivision 19T-95065) for the property was recommended by Culture Staff to the Planning Department as part of the Block Plan process in 2002. A Cultural Heritage Impact Assessment Report was requested from the owner in an effort to assess the buildings on the property and identify mitigation opportunities for preservation of buildings deemed significant. A "Preliminary" Cultural Heritage Impact Assessment was submitted by the owner to Cultural Services staff in December 2004. The Assessment Report identifies the building as having significant heritage value and recommends preservation and inclusion of the building in the proposed Plan of Subdivision development for the property.

In May 2005, as a result of the structure being left vacant and unsecured, the building sustained extensive interior damage by vandals. Most of its interior architectural details such as doors, mantels and staircases were removed. The exterior of the building, however, retains most of its original architectural features and is considered in relatively good condition.

A Property Standards Order was issued on the property and the owner has complied by boarding and securing the structural openings of the buildings.

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The Graham House has significant heritage value for its architectural style. The structure was built in two phases: the original north portion was built between 1860 and 1875 and the remaining new south additions circa 1920. The building has an “H” floor plan and original slate roof. The north (original) portion of the building is Georgian in style and the later additions were built in the Classical/Colonial Revival style in the early part of the 20th century.

While the structure and general maintenance has been neglected by the owner, the building is a good example of a Georgian style house with semi-circular dormer and warrants preservation under the Ontario Heritage Act. (See Attachment 1 for a complete “Reasons for Designation” report.)

Heritage Vaughan committee at its meeting of 18 May, 2005 reviewed the Heritage Impact Assessment report on the Graham House and recommended that the property be Designated under Part IV of the Ontario Heritage Act. The Designation of the property is being recommended in order to preserve this building on the property and ensure it can be incorporated in the new development proposed for the site.

The main function of Heritage Vaughan as assigned to the committee by the Ontario Heritage Act is to advise Council on local heritage matters and assist in carrying out the City's heritage conservation program. Cultural Services Division provides technical and administrative support to Heritage Vaughan committee.

The functions of the committee also includes the following:

- Determines the value of heritage resources for protection through designation under the Ontario Heritage Act; Part IV designation (individual property) or Part V designation (area designation as a heritage conservation district).
- Reviews development applications impacting heritage buildings and provides recommendations on preservation measures for these buildings.
- Promotes heritage conservation within the community.
- Administers the Designated Property Grant Program.
- Educates the community to encourage the responsible stewardship of the community's heritage assets.

The Ontario Heritage Act allows municipal councils to designate individual buildings and or property or cultural heritage significance under Part IV of the Act. The Designation process would entail, if approved by Council, a notification of Council's intention issued to the property owner, the Ontario Heritage Foundation and the general public through the advertising of Council's intention in the local paper. Should any objections or appeals to the designation be served on the City Clerk within thirty days of a notice being published in the local paper, those objections will be referred to the Ontario Municipal Board for a hearing. The OMB decision on the matter will be the final decision on the Designation.

The Designation of property under the Ontario Heritage Act would require that no changes to the exterior of the building take place without Council's approval. Also, the demolition of Designated property without a permit could result in the imposition of fines up to \$50,000 to individual property owners and up to \$1 million dollars to corporations.

Relationship to Vaughan Vision 2007

Section 4.6 of the Vaughan Vision encourages the preservation and enhancement of the natural and built heritage environment and encourages the preservation of significant historical structures and communities.

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This report is consistent with the priorities previously set by Council and the necessary resources to implement all points outlined in this report have been allocated and approved.

Conclusion

The Graham House, located at 9933 Dufferin Street, Block 11, at the south-east corner of Dufferin Street and Major Mackenzie Drive, is a structure of cultural heritage value to the City due to its architectural significance. Heritage Vaughan committee and Culture Services Staff recommend the Designation of the building under Part IV of the Ontario Heritage Act in an effort to preserve the building and ensure it can be incorporated in the proposed development on the property.

Attachments

1. Report on the Graham House outlining the Reasons for Designation of the building.
2. Location Map.

Report prepared by:

Diane LaPointe-Kay, Director of Recreation & Culture, ext. 8117
Angela Palermo, Manager of Cultural Services, ext. 8139

(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 27, 2005

Item 10, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

10

CALVARY BAPTIST CHURCH
CITY LEASE OF LANDS – SPORTS FIELDS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 20, 2005:

Recommendation

The Commissioner of Community Services, in consultation with Directors of Park Development and Legal Services recommends:

That a by-law be enacted to authorize the execution of a lease of lands owned by the Calvary Baptist Church on Nashville Road for a nominal rent for two senior soccer fields and a senior softball diamond and associated amenities.

Economic Impact

Capital funding (project #6055-0-05) was approved in the 2005 budget. An annual operating cost of \$27,000.00 is required to maintain the sports facilities. These operating costs will be addressed as part of the 2006 operating budget.

Purpose

To obtain Council authorization to enter into a lease for lands to be used for two senior soccer fields and a senior softball diamond.

Background - Analysis and Options

On July 12, 1999, the Nashville Road Community Church (also called the Calvary Baptist Church) at 6950 Nashville Road received site plan approval to construct a Church with a school wing. The Church owns a 25 acre parcel of land at that location (refer to Attachment 1 – Location Plan) and staff have been negotiating with a view to leasing the lands to construct and permit two senior soccer fields, a softball diamond, asphalt pedestrian walkway and site furnishings (refer to Attachment 2 – Concept Plan).

The Church is generally agreeable to a lease for \$2.00 per year. The City will construct the two senior soccer fields and softball diamond, and maintain them to City standards. The City will permit the fields from 6:00 p.m. to 9:00 p.m. Mondays to Fridays and some Saturdays from April to October each year. The Church shall have the use of the fields at other times.

In the last few years the sports clubs in Vaughan have experienced tremendous growth and in particular the Kleinburg Soccer Club. In 2005, this club will have over 1000 soccer players registered and their growing demand is becoming increasingly difficult to manage due to the limited number of soccer fields in their community. Their opportunity for expansion will continue to be restricted unless additional fields can be provided.

It has been difficult for the City to build sports fields on City property in the Kleinburg area. The proposed lease with the Calvary Baptist Church will allow the City to more effectively respond to the growing sports needs in Kleinburg including those of the Kleinburg Soccer Club.

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Capital funding in the amount of \$442,000.00 was approved in the 2005 Capital Budget to construct the fields. The initial term of the lease is five (5) years without a termination clause, given the cost of construction. The City would have an option to renew the lease for an additional five (5) years with termination provisions on one (1) year's notice.

The Calvary Baptist Church Board will present the final design proposal and lease agreement to the congregation for ratification. It is anticipated that the presentation of the above will occur within the month of July, 2005.

Relationship to Vaughan Vision 2007

Development of the sports facilities at the Calvary Baptist Church site on Nashville Road 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

Staff support entering into a lease with the Calvary Baptist Church to facilitate the construction of the two senior soccer fields and one senior softball field for permitting and use by City of Vaughan residents. The addition of these facilities in the Kleinburg community will provide some needed relief to the burgeoning demand of the local sports clubs.

Attachments

Attachment 1 - Location Plan
Attachment 2 - Concept Plan

Report prepared by:

Paul Gardner, Director, Parks Development, ext. 3209
Heather A. Wilson, Director of Legal Services, ext. 8389

(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 27, 2005

Item 11, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By receiving the memorandum from the Commissioner of Economic/Technology Development and Communications, dated June 27, 2005.

11

CITY OF VAUGHAN MISSION TO ITALY

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated June 20, 2005, be approved;**
- 2) That staff proceed with the preparations for the Mission initiated by the Italian Chamber of Commerce of Toronto and that the cost of any Member of Council participating in the Mission be charged to their individual account and no cost be borne by the Economic/Technology Development and Communications Department; and**
- 3) That additional details be provided for Council respecting the initiation of the mission by the Italian Chamber of Commerce of Toronto.**

Recommendation

The Commissioner of Economic/Technology Development and Communications, in consultation with the City Manager and the Senior Manager of Business Development, recommends:

1. That Council receive this report and,
2. That Council direct Staff to proceed with the preparations for this Mission

Economic Impact

The costs associated with this Mission have been accounted for within the Foreign Business Development line item within the 2005 Operating Budget for the Business Development section of the Economic/Technology Development Department.

Purpose

The purpose of this Report is to provide Council with a detailed description of a proposed Mission to Italy in July 2005.

Background - Analysis and Options

The City of Vaughan has a number of International Partner Cities around the world, with three (3) in Italy alone. These relationships, with Sora (1992- Official Twin City), Delia (1998- Friendship City) and Lanciano (2002- Friendship City), were created with a cultural and educational focus, and are aimed at promoting exchanges and activities between the citizens, particularly the youth, of the two respective communities.

Despite these International Partnerships, the City of Vaughan should focus on leveraging the cultural strengths naturally present in our business community to further develop the strategic alliance opportunities and promote the international investment opportunities that exist within our own business base, given the numerous companies owned and/or operated by individuals of Italian heritage.

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Earlier this year, the Italian Chamber of Commerce of Toronto approached the City with a proposal to build a promotional mission to Italy on behalf of the City, for the purpose of highlighting the excellent opportunities for investment available to Italian industry here in Vaughan. Originally, the Mission was to include a significant number of local industry representatives but it has become difficult to coordinate Mission dates that reflect the availability of Members of Council, the Italian companies and local industry representatives. Staff supports the updated proposal put forth by the Italian Chamber of Commerce suggesting an institutional mission, with a small business delegation, representatives of the Italian Chamber, the Vaughan Chamber of Commerce, York Region and Vaughan Council with staff support. Members of Vaughan Council who have expressed an interest are: Mayor Di Biase, Regional Councillor Ferri, Regional Councillor Frustaglio and Councillor Carella.

The itinerary would be the following (tentative):

July 19 Depart Pearson International
July 20 Arrive Milan; transfer to Parma
July 21 Parma, Modena, Maranello
July 22 Brescia, Bergamo
July 23 Fiera Milano; Como
July 24 transfer to Rome
July 25 Rome
July 26 Frosinone, Sora
July 27 departure from Rome Fiumicino to return to Canada

In addition to the City Promotion and Investment Attraction objectives, a part of the work of this Mission to Italy is to reconnect with our Sister City in Sora, to continue to build on our mutual agreement to pursue student and cultural exchanges.

PROJECTS WITH SORA FOR 2006:

In 2001, the City sent a small delegation to Italy to rekindle its relationship with its Sister City, Sora. During that visit to Sora, discussions with Sora's government and various cultural and business association representatives revolved around how best to ensure that our Twin City relationship was not only rekindled but somehow remained active and vibrant for the benefit of our respective citizens. To this end, Councillor Ferri and City staff worked with representatives of Sora's key political and business organizations to create a programme of activities, to be carried out between September 2001 and the spring of 2003, which incorporated the business and educational elements of this partnership. Unfortunately, world events on September 11, 2001 meant that the entire educational exchange programme was deferred to a future date. Similarly, the worldwide fallout of the SARS epidemic that we faced in the spring of 2003 effectively derailed additional activities that had been organized in celebration of the twinning between Vaughan and Sora.

It is now possible, through an expression of enthusiasm that has come from the current government in Sora, particularly through the Mayor, Francesco Ganino, to renew our collective efforts to bring to life some initiatives, such as a student exchange, a cultural exhibition and a celebration of the 5th Anniversary of the La Rocca statue dedication, all within 2006. In addition, Mayor Ganino has also expressed a great interest in contributing artifacts to the Italian Interpretive Centre.

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AMICI/ITALIAN INTERPRETIVE CENTRE

Over the past two years, the City has received numerous offers from representatives of various Italian governments, Municipal, Provincial (equivalent of our Regional level) and Regional (equivalent of our Provincial level), to contribute artifacts from their respective areas of Italy to our Italian Interpretive Centre. Each of them has communicated this willingness to Regional Councillor Ferri, given his role at the helm of the AMICI organization.

Staff recommends that the City embrace the opportunity, nurtured by representatives of both governments, to solidify our twinning relationship through a series of events and exchanges with Sora and with the broader Province of Frosinone.

Given that Regional Councillor Ferri had begun a discussion with the appropriate contacts in the Sora and Frosinone area to re-build the opportunities set aside over the past 2-3 years due to world events, and given that now Regional Councillor Ferri is obligated to be in Vaughan, as Chair of the Communities in Bloom initiative for the judging process during the very week of this proposed Mission, staff is proposing that Regional Councillor Ferri conduct the business pertaining to the Sora/Frosinone activities and exchanges during the course of his visit to Italy in the first week of July.

Relationship to Vaughan Vision 2007

Service Delivery Excellence through:

Core Objective #2: Finance and Economic Development

2.5.2 Strengthen the International Partnerships Programme

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

Conclusion

The City of Vaughan has an excellent reputation as a pro-business jurisdiction with a dynamic and diversified economy. This initiative is aimed at strengthening our City's position as an excellent municipality within which to do business by promoting ourselves to an audience with a natural affinity for our Municipality given a cultural and linguistic communality.

Attachments

None

Report prepared by:

Frank Miele, Commissioner of Economic/Technology Development and Communications
Emilia Valentini, Senior Manager of Business Development

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 12, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

12

**ASSUMPTION – MILLVIEW SUBDIVISION, PHASE 1
19T-81061 / 65M-3377, 65M-3466**

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 20, 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-3377 and that the municipal services letter of credit be reduced to \$5,000 as per Park's Operations and Forestry Department's request for the financial guarantee and replacement of the boulevard trees.

Economic Impact

Upon assumption of this development, approximately 1.5 lane kilometres of roadway and 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 51 lot development is a residential subdivision. The development is located east of Highway #27 and Islington Avenue, as shown on Attachment 1.

The Subdivision Agreement was signed on October 14, 1999. The municipal services in Plan 65M-3777 were installed in July 1999 and the top course asphalt was placed in June 2003.

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, Park Developments, Development Planning and Clerks. The Parks Operations and Forestry Department is requesting that \$5,000 be held back in 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.

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

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Conclusion

It is therefore appropriate that the municipal services in 65M-3777 be assumed and the municipal services letter of credit be reduced to \$5,000. Once the trees have been replaced and reinspected 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 27, 2005

Item 13, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated June 20, 2005; and

By approving the following in accordance with the memorandum from the Commissioner of Engineering and Public Works, dated June 23, 2005:

“It is further recommended that the municipal services letter of credit be reduced to \$50,000 pending finalization of any outstanding issues. Following completion of any required works the letter of credit will be released.”

13

**ASSUMPTION – MILLVIEW SUBDIVISION, PHASE 2
19T-81061 / 65M-3466**

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 27, 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-3466, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 1.6 lane kilometers of roadway and 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, watermain, 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 102 lot development is a residential subdivision. The development is located east of Highway #27 and Islington Avenue as shown on Attachment 1.

The Subdivision Agreement was signed on December 5, 2000. The municipal services in Plan 65M-3466 were installed in May 2000 and the top course asphalt was placed in June 2003.

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 Department, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

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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.

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3466 be assumed and the municipal services letter of credit 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 27, 2005

Item 14, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

14

**EXEMPTION TO THE NOISE CONTROL BY-LAW
INSTALLATION OF THE PHASE 2 BATHURST TRUNK SANITARY SEWER AT
RUTHERFORD ROAD WEST OF BATHURST STREET**

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an exemption to the City's Noise Control By-Law 270-81 be granted to permit the operation of construction equipment in connection with the installation of a large sanitary sewer across Rutherford Road, west of Bathurst Street on one weekend during the summer period in July or August, from 7:00 p.m. on Friday evening to 7:00 p.m. on Sunday evening.
2. That Regional staff be requested to notify all affected residents, institutions and businesses, including the Sobey's Plaza located at the southwest corner of Bathurst Street and Rutherford Road, of the proposed road closure a minimum of two weeks prior to the closure period.

Economic Impact

Not applicable.

Purpose

The purpose of this report is to seek Council's approval of an exemption to the City's Noise Control By-Law 270-81 to facilitate the installation of Phase 2 of the Bathurst Trunk Sanitary Sewer across Rutherford Road, west of Bathurst Street.

Background - Analysis and Options

A portion of the Bathurst Trunk Sanitary Sewer was constructed in 2003 in conjunction with the servicing of the commercial plaza located at the southwest corner of Bathurst Street and Rutherford Road. In order to complete these works, Block 11 Properties Inc. are required to connect to the 975mm diameter sanitary sewer across Rutherford Road approximately 270 metres west of Bathurst Street. These works will require a full road closure in order to facilitate an open cut trench across Rutherford Road.

Consideration of the road closure by Regional Council will take place at its meeting of June 23, 2005. It is our understanding that Regional staff will recommend approval of the temporary road closure of Rutherford Road.

As the contract for Phase 2 of the Bathurst Trunk Sanitary Sewer has not yet been finalized, the exact date of the road crossing cannot be determined. However, the successful bidder will be obligated to finish the crossing within one weekend during the summer period in July or August.

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As requested by the Region, a detour signage plan will be implemented to clearly identify detour routes. Notification of the temporary road closure will be placed on arterial and local roads two weeks prior to the closure period along with advertisements in the local newspapers. All emergency public service agencies (police, fire and ambulance) and public and school transit authorities will be informed of the closure and City staff will be advised a minimum of two weeks prior to the closure period. The schedule of the temporary road closure will be posted on the City's website. Local accesses to residents, businesses, schools and other institutions will be maintained at all times. Property owners that will be directly affected by local access including the Sobey's Plaza, located at the southwest corner of Bathurst Street and Rutherford Road, will also be advised by mail.

Relationship to Vaughan Vision 2007

This recommendation is consistent with the priorities set forth in Vaughan Vision 2007, particularly A-2, "Promote Community Safety, Health and Wellness" and A-5, "Plan & Manage Growth".

Conclusion

To facilitate the proposed installation of Phase 2 of the Bathurst Trunk Sanitary Sewer across Rutherford Road, it is recommended that an exemption to the City's Noise Control By-law 270-81 be granted on one weekend in July or August between the hours of 7:00 p.m. on Friday evening to 7:00 p.m. on Sunday evening. Local accesses to the residents, businesses and institutions will be maintained at all times and all affected property owners will be notified a minimum of two weeks prior to the closure period.

Attachments

1. Location Map

Report prepared by:

Michael Won, Director of Development/Transportation Engineering, ext. 8255

MW/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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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 15, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

**15 LA ROCCA AVENUE AND COMOQ AVENUE
 PROPOSED SCHOOL CROSSWALK RELOCATION AND STOPPING PROHIBITION**

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 20, 2005, be approved; and**
- 2) That the 'No Stopping' prohibition signs on the south side of La Rocca Avenue between Comoq Avenue and Ancon Road, be removed.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the existing school crossing guard on the east side of the intersection of La Rocca Avenue and Comoq Avenue be relocated to the west side of the intersection of La Rocca Avenue and Comoq Avenue.
2. That By-Law 1-96, the Consolidated Parking By-Law, be amended to add a 'No Stopping' prohibition from 8:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 4:00 p.m., Monday to Friday, on the north side of La Rocca Avenue between the east and west driveways of St. Agnes of Assisi Catholic School.

Economic Impact

The cost to install the stopping prohibition signs and relocate the school crosswalk signs and the crosswalk pavement markings is a minor initial impact to the 2005 Operating Budget, and the cost to maintain the signs and pavement markings would be an annual future budget impact.

Purpose

To review the feasibility of relocating the existing school crossing guard from the east side of La Rocca Avenue and Comoq Avenue to the west side of the intersection, and the feasibility of adding a 'No Stopping' prohibition on the north side of La Rocca Avenue between the east and west driveways of St. Agnes of Assisi Catholic School, in response to a request from the Ward 1 Councillor.

Background - Analysis and Options

The Ward 1 Councillor met with the staff and the parent council of St. Agnes of Assisi Catholic School regarding the safety of the children and to simplify enforcement in the area.

La Rocca Avenue is a feeder roadway with a reduced posted speed limit of 40 km/h in the area of St. Agnes of Assisi Catholic School, which is located on the north side of La Rocca Avenue. There is an existing school crossing guard located on the east side of the intersection of La Rocca Avenue and Comoq Avenue. The area is shown on Attachment No. 1.

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There is an existing sidewalk on the west side of Comoq Avenue, and a walkway to the school on the west side of the school driveway at this intersection. As children arriving to and departing from the school are encouraged to use sidewalks for safe passage, it is recommended that the existing school crossing guard on the east side of La Rocca Avenue be relocated to the west side of the intersection. 'No Stopping' signs will be installed 15 metres on both sides of the street to either side of the school crosswalk, and crosswalk lines will be painted.

In addition, a 'No Stopping' prohibition from 8:00 a.m. to 9:00 a.m., and from 3:00 p.m. to 4:00 p.m., Monday to Friday, on the north side of La Rocca Avenue in front of the school, between the two school driveways was requested to prevent parents from parking or stopping in this area. Staff met with By-Law and Enforcement staff to discuss this proposal and this proposal is recommended to improve safety in this area.

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

That the existing school crossing guard on the east side of the intersection of La Rocca Avenue and Comoq Avenue be relocated to the west side of the intersection of La Rocca Avenue and Comoq Avenue. It is also recommended that By-Law 1-96, the Consolidated Parking By-Law, be amended to add a 'No Stopping' prohibition from 8:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 4:00 p.m., Monday to Friday, on the north side of La Rocca Avenue between the east and west driveways of St. Agnes of Assisi 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.)

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

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- 1) That an all-way stop control be installed at the intersection of Summeridge Drive and Bathurst Glen Drive;
- 2) That an all all-way stop control be installed at the intersection of Summeridge Drive and Pleasant Ridge Avenue;
- 3) That an all-way stop control be installed at the intersection of Autumn Hill Boulevard and Pleasant Ridge Avenue;
- 4) That an all-way stop control be installed at the intersection of Autumn Hill Boulevard and Bathurst Glen Drive; and
- 5) That the following report of the Commissioner of Engineering and Public Works, dated June 20, 2005, be received.

1. That an all-way stop control not be installed at the intersection of Summeridge Drive and Bathurst Glen Drive;
2. That an all-way stop control not be installed at the intersection of Autumn Hill Boulevard and Pleasant Ridge Avenue; and
3. That York Regional Police be requested to provide strict enforcement of the 50 km/h speed limit near the intersections of Summeridge Drive and Bathurst Glen Drive and at Autumn Hill Boulevard and Pleasant Ridge Avenue.

To review the feasibility of implementing an all-way stop control at the intersections of Autumn Hill Boulevard and Pleasant Ridge Avenue and at Summeridge Drive and Bathurst Glen Drive, in response to direction from Council.

1. That staff be requested to investigate the need for and the feasibility of installing an all-way stop control at Bathurst Glen Drive and Summeridge Drive; and

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- 2. That staff be requested to investigate the need for and the feasibility of installing an all-way stop control at Autumn Hill Boulevard and Pleasant Ridge Avenue; and**
- 3. That staff report to a future Committee of the Whole meeting with respect to their findings as soon as possible.”**

Autumn Hill Boulevard, Pleasant Ridge Avenue, and Summeridge Drive are all primary feeder roads with a 23.0 metre right-of-way width and two travel lanes each. Bathurst Glen Drive is a major local road with a 20.0 metre right-of-way and two travel lanes. The existing speed limit on all streets is a statutory 50 km/h. The existing stop controls are located on Bathurst Glen Drive and on Pleasant Ridge Avenue, respectively, at the subject intersections. The area is shown on Attachment No. 1.

Residents have expressed concerns regarding vehicle speeds and overall safety at these intersections.

Staff conducted turning movement counts on Thursday, May 5, 2005 and Tuesday, May 24, 2005 at the subject intersections during peak travel periods. The traffic counts were conducted from 7:00am to 9:00am and 4:00pm to 6:00pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below:

Summeridge Drive and Bathurst Glen Drive – May 5, 2005

- | | |
|-----------------------------------------|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 49% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

Autumn Hill Boulevard and Pleasant Ridge Avenue – May 24, 2005

- | | |
|-----------------------------------------|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 77% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 0% |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at these intersections.

There are no sight distance restrictions noted at either intersection. There were zero reported vehicle collisions in the past year at either intersection. Staff will continue to monitor both intersections, as area development continues to build-out. The roads are fully illuminated and sidewalks exist in both areas.

Further, staff will contact York Regional Police Services and request additional surveillance in the area and strict enforcement of Highway Traffic Act regulations.

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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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

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Conclusion

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Autumn Hill Boulevard and Pleasant Ridge Avenue or at the intersection of Summeridge Drive and Bathurst Glen Drive.

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

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Item 17, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

17

KING HIGH DRIVE AND AREA TRAFFIC CALMING REVIEW/SIDEWALK/MEETING UPDATE

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the King High Drive and Area Traffic Calming Plan be approved and implemented in 2005, subject to the requisite approvals and completion of the Class EA process;
2. That funds in the amount of \$25,000 for the implementation of the plan proposal be set aside from the Traffic Calming Capital Budget (Project No. 1203.2.01);
3. That a sidewalk not be installed on King High Drive;
4. That the Region of York be requested to review the feasibility of the closure of King High Drive at Dufferin Street or the implementation of a southbound left turn prohibition at the intersection of Dufferin Street and King High Drive between the hours 7:00am to 9:00am, Monday to Friday.

Economic Impact

The cost to install the speed humps will have an initial impact on the Traffic Calming budget account. The signage, pavement marking and general maintenance will have an impact on future Operating budgets. The necessary resources have been allocated and approved in the Traffic Calming budget.

Purpose

To report on the public meeting results regarding the proposed speed hump locations on King High Drive, Concord Road and Lawrie Road and the proposed sidewalk on King High Drive.

Background - Analysis and Options

At its meeting of February 14, 2005, Council adopted:

“That staff schedule a public meeting to consider appropriate locations for traffic calming measures.”

Background

King High Drive, Concord Road and Lawrie Road are within the area of the King High Drive Traffic Committee, which was formed as per Council direction at its meeting of May 13, 2002, to look at the installation of traffic calming measures on King High Drive, Concord Road and Lawrie Road.

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King High Drive, Concord Road and Lawrie Road are designed to local road standards with a right-of-way width of 20.0 metres. Concord Road has a posted speed limit of 40 km/h and King High Drive/Lawrie Road have a statutory 50 km/h speed limit. Refer to Attachment No. 1 for area road network.

Community Meeting

A community meeting was scheduled on Tuesday, May 17, 2005 to discuss the proposed speed humps locations on King High Drive, Concord Road and Lawrie Road and the implementation of a sidewalk to be located on the south side of King High Drive.

Summary from the Meeting

- The majority in attendance approved the speed humps as proposed.
- The majority in attendance agreed that two more speed humps be approved on King High Drive (4 in total) locations as to be determined by Traffic Staff.
- The speed hump located near #88 Concord Road be re-located in front of #118 Concord Road with the agreement of the homeowner(s) of #118. City Staff subsequently received an email from the homeowner(s) of #118 Concord Road indicating their agreement with this proposal. A copy of their email is provided (Attachment No. 2).
- All in attendance voted against the installation of the sidewalk, as proposed, on the south side of King High Drive. Petition received refer to Attachment No.3.
- That a letter be sent to the Region of York requesting that either King High Drive be closed at Dufferin Street or that a Southbound Left Turn Prohibition be implemented during the morning weekday peak period.

Traffic Calming Plan – General

Staff undertook field investigations to determine locations that would be physically feasible for the proposed traffic calming measures.

Speed humps can be placed at the following locations:

- In front of #118 Concord Road;
- Between #55/#59 Concord Road;
- Opposite #44 and #45 Lawrie Road;
- Opposite #201 and #206 King High Drive;
- Between #171/#175 King High Drive;
- Between #90/#96 King High Drive; and
- Between #50/#56 King High Dive.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should traffic calming measures be approved by Council for installation on King High Drive, Concord Road and Lawrie Road, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

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Prior to construction, the City's normal practice is to mail letters to the residents of King High Drive, Concord Road and Lawrie Road should traffic calming measures be approved informing them of their installation.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2).

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

Conclusion

Engineering staff recommends for approval the King High Drive and Area Traffic Calming plan proposal. The estimated cost of \$25,000 includes taxes, contingency allowance and associated traffic signs and pavement markings. It is also recommended that the subject City works be implemented in 2005.

Attachments

1. Location Map
2. Resident Letter - #118 Concord Road
3. Petition – Residents Sidewalk Issue

Report prepared by

Mike Dokman, Supervisor, Traffic Engineering ext 8031

MD:mc

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 18, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

18

TAYOK DRIVE – PROPOSED STOPPING 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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works in conjunction with the Senior Manager of Enforcement Services recommends:

That By-Law 1-96, the Consolidated Parking By-Law be amended to add a 'No Stopping' prohibition from 11:00 pm to 6:00 am daily from May 1st to October 1st at the entrance of the pathway leading to Almont Park on Tayok Drive, in Woodbridge.

Economic Impact

The cost to install 'No Stopping' signs would have a minor initial impact on the 2005 Operating Budget and maintenance of these signs would impact future Operating Budgets.

Purpose

To review the feasibility of installing a 'No Stopping' prohibition at the entrance of the pathway leading to Almont Park at Tayok Drive.

Background - Analysis and Options

Staff conducted a review of the feasibility of installing a 'No Stopping' prohibition at the pathway leading to Almont Park on Tayok Drive. Residents expressed concerns indicating that numerous cars were parked at the entrance of the pathway to Almont Park all day long. Residents contend that young people are loitering at the park and carrying on inappropriately at all hours of the day.

Tayok Drive is a local road cul-de-sac with an 18.0 metre right-of-way. The existing speed limit on Tayok Drive is 40 km/h. There are currently no traffic prohibition signs on Tayok Drive in front of the Almont Park. The area is shown on Attachment No 1.

Staff conducted on-street parking observations on Thursday, May 26, 2005 from 2:00 pm to 2:30 pm, and from 4:45 pm to 5:15 pm. During the time of the study, it was observed that there were no cars parked in front of Almont Park on Tayok Drive. Staff does not support signage be installed for a stopping prohibition during the daytime hours.

Through discussion with By-Law and Enforcement staff, teenagers may tend to park their vehicles in front of the park later at night. To accommodate visitor parking on Tayok Drive and to eliminate parking of vehicles in front of the pathway, the Commissioner of Engineering and Public Works in conjunction with the Commissioner of Legal and Administrative Services, recommend the installation of a 'No Stopping' prohibition between 11:00 pm and 6:00 am daily from May 1st to October 1st. The purpose of the sign is to prevent parking which disturbs the residents close to the park during late hours, however, the times indicated will continue to allow visitors of the residents to park on Tayok Drive throughout the day and early evening.

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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

Based on staff's review, it is recommended that By-Law 1-96, the Consolidated No Parking By-Law, be amended to add a 'No Stopping' prohibition from 11:00 pm to 6:00 am daily from May 1st to October 1st, at the pathway to Almont Park on Tayok Drive.

Attachments

1. Location Map

Report prepared by:

Sabrina Naccarato, Traffic Analyst, ext. 8759

Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

SN:mc

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

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Item 19, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

19 ROAD RESURFACING, ROAD RECONSTRUCTION AND RURAL ROADS UPGRADING PROGRAM: 2006

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the proposed 2006 road resurfacing, road reconstruction and rural road upgrade program be endorsed in principle by Council; and
2. That the Commissioner of Engineering and Public Works be authorized to engage external professional services for the preliminary engineering and design of the priority projects in accordance with the approved 2005 Capital Budget and Forecast (Project Nos. 1566-0-05, 1575-0-05 and 1577-0-05).

Economic Impact

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved.

Purpose

To seek Council endorsement in principle of the proposed 2006 road program and authorization to employ external professional engineering services for the preliminary engineering and design of these proposed construction projects.

Background - Analysis and Options

City Road System and Needs

In the spring of 2005, the City undertook to review the condition of the existing roads that were previously identified with "Now", "1-5 Year", "6-10 Year" and "Adequate" needs. A list was prepared with priority ratings, type of improvement recommended and an estimated cost for each road section proposed for 2006.

Current Methodology

In the report to Council on June 28, 2004, Item 37, Report No. 55, Council endorsed a Five Year Road Program (2005-2009). The adoption of this program was to deal with the increasing backlog of deteriorating roads and to provide Council with a comprehensive plan for road upgrading across the City. These programs (Road Resurfacing, Road Reconstruction and Rural Road Upgrading) were prepared and road sections are evaluated utilizing factors such as traffic volumes and condition rating of the road facility. Consideration was also given to other factors such as other roads that are in the same vicinity that are also deficient and that were constructed in the same era.

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Additionally, ongoing discussions take place with staff from our Public Works Department regarding the condition of existing underground services such as sewers and watermain. If there is also a potential need to perform substantial repairs or replacement of underground services in the near future, then the road need in those locations will be deferred to be addressed at the same time as the underground services remediation. This approach proves to be much more cost effective and also minimizes inconvenience to the residents due to the construction activities.

As of our latest road assessment inventory completed in May 2004, approximately 60 kilometers of road were found deficient and required rehabilitation and/or reconstruction at an estimated cost of \$27.4 Million. An additional 58 kilometers requires resurfacing at an estimated cost of \$12 Million within 5 years to avoid further deterioration into the deficient category.

It is noted that the 2005 - 2009 five year road program and estimated costs are preliminary only and will be revised and updated through the development of the Pavement Management System (PMS) Software (Project 1536-0-04) which is planned for implementation commencing in the fall of 2005. The analysis from the new system will better define our needs for sustaining pavements and model our road network performance over the complete road life cycle. As a product of the modeling and analysis, the Engineering and Public Works Department will be bringing forward a revised, 5 year Roads Program and presentation to a future Committee of the Whole Working Session.

The 2005 Capital Budget funding has been approved for the pre-engineering and detailed design of the proposed 2006 Road Resurfacing (Project No. 1577-0-05), Road Reconstruction (Project No. 1575-0-05) and Rural Road Upgrade (Project No. 1566-0-05) programs. The implementation of the 2006 programs will require employment of external professional engineering services.

Relationship to Vaughan Vision 2007

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

Conclusion

In order to keep up with the road needs, current funding levels should be maintained to continue to implement the five year program for road resurfacing, road reconstruction and rural road upgrade. External professional engineering services are required to assist City Engineering staff in the preliminary and detail design activities.

Attachments

1. 2006 Road Program

Report prepared by:

Denny S. Boskovski, C.E.T., Infrastructure Management Systems Supervisor, ext. 3105

:DB

(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. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

20 TRAFFIC CALMING – LAKEVIEW ESTATE RATEPAYERS ASSOCIATION

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That speed humps not be installed on Conley Street, Thurman Road and Whitney Place;
2. That 'Traffic Calmed Neighbourhood' signs not be installed at New Westminster Drive and Conley Street (west side), Conley Street near Lakehurst Park, Conley Street and Whitney Place (south side), and Steeles Avenue West and Thurman Road;

Economic Impact

Not applicable.

Purpose

To review the feasibility of installing speed humps on Conley Street, Thurman Road and Whitney Place.

Background – Analysis and Options

At its meeting on February 14, 2005 Council directed:

"The Committee of the Whole recommends that the deputation of Ms. Erlinda Insigne, President Lakeview Estate Ratepayers Association, and written submissions dated February 3, 2005 and January 21, 2005, be received, and referred to staff for a report."

Conley Street and Thurman Road are feeder roadways with a 23.0 metre right-of-way and Whitney Place is a local road with an 18.5 metre right-of-way. The speed limit on Conley Street and Thurman Road is a reduced 40 km/h, while the speed limit on Whitney Place is a statutory 50 km/h. The area is shown on Attachment No.1.

Staff conducted a radar speed study and collected speed data from Automatic Traffic Recorders over a 24-hour period. A radar study was conducted on Whitney Place and the recorders were installed at three locations on Conley Street and Thurman Road on Wednesday, May 18, 2005. Table 1 is a summary of the results collected from the radar speed study and Table 2 is a summary of the results collected using the Automatic Traffic Recorders.

Table 1 – Radar Speed Study Results on Whitney Place

	LOCATION	DATE STUDIED	DIRECTION	AVERAGE SPEED	VOLUMES
AM	Whitney Place - 100 m south of Conley Street	May 26, 2005	Northbound	36 km/h	23
			Southbound	34 km/h	14
PM	Whitney Place - 100 m south of Conley Street	May 26, 2005	Northbound	37 km/h	12
			Southbound	34 km/h	21

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Table 2 - 24-Hour Count Results on Conley Street and Thurman Road

	LOCATION	DATE STUDIED	DIRECTION	AVERAGE SPEED	VOLUMES
1	Conley Street - 61 m south of Borrows St	May 18, 2005 to May 20, 2005	Northbound	41 km/h	1486
			Southbound	42 km/h	1559
2	Conley Street - 86 m east of Mabley Cres (between 265/269)	May 18, 2005 to May 20, 2005	Eastbound	42 km/h	1431
			Westbound	44 km/h	1778
3	Thurman Road - 35 m south of Hinda Lane (between 27/29)	May 18, 2005 to May 20, 2005	Northbound	44 km/h	1857
			Southbound	42 km/h	1507

In accordance with the Council's Neighbourhood Traffic Committee policy and Procedure, speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. Based on the above warrant, the installation of speed humps on Whitney Place, Conley Street, and Thurman Road is not recommended. Conley Street is considered a primary response route into the subdivision. Thurman Road and Whitney Place are not considered emergency response routes.

'Traffic Calmed Neighbourhood' signs are only installed when traffic-calming measures are actually in place in the Neighbourhood. According to the Council's Neighbourhood Traffic Committee Policy and Procedure, traffic calming measures are not warranted on Conley Street, Thurman Road and Whitney Place and therefore, Traffic Calmed Neighbourhood signs cannot be installed at this time.

Regarding 'Road Watch Program' signs, residents should be encouraged to participate in this program by calling the York Regional Police with specific times and locations of speeding concerns and can be assured that the police will respond as their resources permit. There are existing Road Watch Signs on Conley Street at Steeles Avenue, on Conley Street at New Westminster Drive (west side) and on Conley Street at Thurman Road, which cover the areas requested by the residents.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternatives, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures for installation on Conley Street, Thurman Road

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and Whitney Place, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Conley Street, Thurman Road and Whitney Place should traffic calming measures be approved informing them of their installation.

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

Based on staff's review, it is not recommended to install speed humps on Conley Street, Thurman Road and Whitney Place at this time.

Attachments

1. Location Map

Report prepared by

Sabrina Naccarato, Traffic Analyst, ext. 8759
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

SN/mc

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

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Item 21, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

21 COLLISIONS AT SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

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 20, 2005, be approved; and**
- 2) That discussions be held with the York Regional Police 4 District Community Liaison Committee to develop an action plan for Ansley Grove Road in the area of Embassy Drive, and that consideration be given to other forms of neighbourhood traffic control such as increased Enforcement, Road Watch/Speed Watch programs and the use of Variable Speed Display Boards.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the following report be received for information;
2. That York Region Police be requested to provide more frequent surveillance and enforcement of the speed limit and ensure better compliance with the existing all-way stop controls at the following intersections until such time that traffic signals are installed in the Fall 2005:
 - Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent-south)
 - Edgeley Boulevard/Applemill Road; and
3. That a copy of this report be forwarded to Transportation & Works Department at the Regional Municipality of York for their information.

Economic Impact

Not applicable.

Purpose

This collision summary, the sixth in an annual series, represents a comprehensive review of collision rates at the City's signalized and major unsignalized intersections.

Background - Analysis and Options

Collision Reporting

Collision data were collected and/or updated at the City's 54 signalized intersections and 26 unsignalized intersections selected by staff throughout the City. The data were based on the collision reports received from York Region Police and do not include unreported collisions. A vehicle collision is reportable when any of the following conditions apply:

- Property damage is reported;
- The collision resulted in a personal injury;
- Charges are laid as a result of the collision; or
- A government vehicle is involved.

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It must be recognized that collision reports are generally prepared to document the incident, to assign fault and to identify driver error as opposed to documenting collision factors such as geometric design, traffic control operations, roadside environment or driver behaviour.

Collision Rate Determination

Collision rates are considered a better measure of collision risk than the absolute number of collisions at an intersection. A collision rate takes into account the volume of traffic that travels through an intersection each day. For example, 5 collisions in a year at an intersection with 2,000 cars entering it each day is generally more notable than the same number of collisions occurring at an intersection with 15,000 cars entering it each day. Collision rates at intersections are measured in "collisions per million vehicles entering" (collisions/mve), or the average number of collisions for every one million vehicles that pass through the intersection.

$$\text{Collision rate} = \frac{\text{number of collisions/year} \times 1,000,000}{24 \text{ hour entering volume} \times 365 \text{ days}}$$

The 24 hour traffic volume entering an intersection was determined from 8 hour turning movement counts conducted by staff. The daily traffic volume was estimated by doubling the 8 hour counts, since the 24 hour volume is typically twice the volume in the peak 8 hours of the day.

An intersection is generally considered 'critical' when the collision rate exceeds 1.5 collisions/mve, or where a fatal collision has occurred in the past year. Most jurisdictions use these criteria as a "trigger" for further review.

Collisions at Signalized Intersections

Collisions were reviewed at the City's 54 signalized intersections, listed as follows and illustrated on Attachment No. 1:

Aberdeen Avenue/Chancellor Drive
Aberdeen Avenue/Embassy Drive
Ansley Grove Road/Chancellor Drive
Ansley Grove Road/Belview Avenue/Aberdeen Avenue
Ansley Grove Road/Embassy Drive/Blue Willow Drive
Ansley Grove Road/Windflower Gate/Pinedale Crescent
Atkinson Avenue/Arnold Avenue
Atkinson Avenue/Campbell Avenue/Manor Gate
Atkinson Avenue/Rosedale Heights Drive (North)
Atkinson Avenue/Rosedale Heights/Edmund Seager Drive
Atkinson Avenue/Spring Gate Boulevard
Centre Street/Atkinson Avenue
Clark Avenue/Atkinson Avenue
Clark Avenue/Brownridge Drive/Joseph Aaron Boulevard
Clark Avenue/Charles Street
Clark Avenue/Condo Corporation (West of Yonge Street)
Clark Avenue/Coulters Mill Plaza (East)
Clark Avenue/Dufferin-Clark C.C. Access/Plaza Access
Clark Avenue/Hilda Avenue
Clark Avenue/Judith Avenue/Stonemill Gate
Clark Avenue/New Westminster Drive

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Clark Avenue/South Promenade
Clark Avenue/York Hill Boulevard (West)
Clark Avenue/York Hill Boulevard/Springfield Way
Creditstone Road/Langstaff Road
Chrislea Road/Jevlan Drive
Edgeley Boulevard/Appplewood Crescent (North)
Hilda Avenue/Crestwood Road
Hilda Avenue/York Hill Boulevard
Kipling Avenue/Woodbridge Avenue
Langstaff Road/Vaughan Mills Road
Martin Grove Road/Andrew Park/Auburn Road
Martin Grove Road/Langstaff Road
Martin Grove Road/Roysun Road
Martin Grove Road/Woodbridge Avenue
Martin Grove Road/Woodstream Blvd/Regina Road
McNaughton Road/Cranston Park Drive
McNaughton Road/St. Joan of Arc Avenue
Melville Avenue/Avro Road
Melville Avenue/Springside Road
Millway Avenue/Appplewood Crescent (North)
Millway Avenue/Pennsylvania Avenue
New Westminster Drive/Beverly Glen Boulevard
New Westminster Drive/Brownridge Drive/W. Promenade
New Westminster Drive/Conley Street
New Westminster Drive/Mullen Drive/Joseph Aaron Blvd.
Rivermede Road/Bowes Road
Rivermede Road/North Rivermede Road
Rowntree Dairy Road/Strada Drive
Rowntree Dairy Road/Winges Road/Auto Park Circle
Whitmore Road/Winges Road/Trowers Road
Woodbridge Avenue/Clarence Street
Woodbridge Avenue/Forest Drive/Lewis Drive
York Hill Boulevard/Chabad Gate

Attachment No. 2 includes a three-year summary of collisions at the City's signalized intersections. None of the locations experienced a collision rate higher than 0.80 collisions/mve.

The four signalized intersections under review last year (Ansley Grove Road/Embassy Drive/Blue Willow Drive, Millway Avenue/Appplewood Crescent (north), New Westminster Drive/Conley Street, and Kipling Avenue/Woodbridge Avenue) experienced significantly lower collision rates in 2004 than in 2003 as shown below:

	<u>2003 Collision Rate</u>	<u>2004 Collision Rate</u>
Ansley Grove Road/Embassy/Blue Willow Drive	1.93	0.61
Millway Avenue/Appplewood Crescent (north)	1.54	0.31
New Westminster Drive/Conley Street	1.12	0.11
Kipling Avenue/Woodbridge Avenue	1.03	0.13

Collisions at Unsignalized Intersections

Collisions were also reviewed at the following 26 major unsignalized intersections, as illustrated in Attachment No. 3:

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Beverley Glen Boulevard/Worth Boulevard
Confederation Parkway/Staffern Drive
Cranston Park Avenue/Cunningham Drive
Creditstone Road/Doughton Road
Creditstone Road/MacIntosh Boulevard
Creditstone Road/Pippin Road
Doughton Road/Maplecrete Road
Edgeley Boulevard/Applemill Road
Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent–south)
Edgeley Boulevard/Cidermill Avenue
Edgeley Boulevard/Pennsylvania Avenue
Fossil Hill Road/La Rocca Avenue
Hilda Avenue/Pinewood Drive
Islington Avenue/Nashville Road
Jevlan Drive/Carlauren Road
Jevlan Drive/Roytec Road
Martin Grove Road/Forest Drive
Marycroft Avenue/Strada Drive
Melville Avenue/Cunningham Drive
Melville Avenue/Hawker Road
Millway Avenue/Applewood Crescent (South)
Millway Avenue/Cidermill Avenue
Napa Valley Avenue/Forest Fountain Drive
Sonoma Boulevard/Forest Fountain Drive
Sonoma Boulevard/Monte Carlo Drive
Thornhill Woods Drive/Summeridge Drive

Attachment No. 4 includes a three-year summary of collisions at the City's unsignalized intersections. A summary of collision rates at two of these intersections between January 1 and December 31, 2004, in descending order of collision rate is provided below.

<u>Intersection</u>	<u>2004 Collision Rate</u>
Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent–south)	1.61
Edgeley Boulevard/Applemill Road	1.01

These locations experienced the highest collisions rates among the City's unsignalized intersections during 2004. Staff examined the collision reports in order to identify any trends in the type of collision, road condition, time of day, vehicle type, driver action and pedestrian/cyclist involvement.

Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent – south)

The unsignalized Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent–south) also intersection is located within a commercial industrial area in Concord. There were ten collisions reported in 2004, compared to fourteen in 2003, for a collision rate of 1.61 collisions/mve. Of the ten collisions, eight were angle collisions, and two were turning movement collisions. There were a total of nine charges laid by York Region Police – six for failure to stop for a stop sign, and three failures to yield the right-of-way.

This intersection was approved for all-way stop control in February 2005 prior to recommendation for traffic signal installation in the Fall 2005.

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Staff has verified that the stop signs are appropriately located and sized for this type of intersection. High speed and disregard for existing traffic control was likely a contributing factor in these collisions. Accordingly, it is recommended that York Region Police be requested to provide more frequent enforcement of the speed limit in the vicinity of the intersection as well as compliance with the all-way stop control until such time the traffic signals are installed in the Fall 2005. Portage Parkway is scheduled to open in Fall 2006 as a continuous primary collector roadway that will connect Weston Road and Jane St. by crossing over Highway 400. Chrislea Road and the south portion of Applewood Crescent will be renamed Portage Parkway.

Edgeley Boulevard/Applemill Road

The unsignalized Edgeley Boulevard/Applemill Road intersection is located within an industrial area in Concord. There were seven collisions reported in 2004, compared to eight in 2003, for a collision rate of 1.01 collisions/mve. Of the seven collisions, three were angle collisions, two were turning movement collisions, and two were rear-end collisions. There were a total of four charges laid by York Regional Police – two for failure to stop for a stop sign, one for failure to yield right-of-way, and one for careless driving.

Traffic signals are scheduled to be installed in the Fall 2005.

Staff has verified that the stop signs are appropriately located and sized for this type of intersection. High speed and disregard for existing traffic control was likely a contributing factor in these collisions. Accordingly, it is recommended that York Region Police be requested to provide more frequent enforcement of the speed limit in the vicinity of the intersection as well as compliance with the all-way stop control.

It should be noted that some of the collision numbers, and the resulting rates, reported on for previous years may have changed as more collision reports for those years are received by the City, and as more recent traffic volume data becomes available. The numbers listed in Attachments No. 2 and 4 reflect the latest data received to date by the Engineering Department.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007, which seeks to improve community safety through design, prevention, enforcement and education (1.1) through the review of the level of enforcement, compliance and monitoring of regulations relating to public safety (1.1.6).

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

Conclusion

Based on the 2004 collision review, none of the City's unsignalized intersections experienced a collision rate higher than 1.5 collisions/mve. This criterion is generally the trigger for further review. The highest collision rate experienced at a signalized intersection was 0.80.

One of the major unsignalized intersections experienced a collision rate higher than 1.5 collisions/mve (Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent–south). In addition, one other major unsignalized intersection experienced a collision rate higher than 1.0 collisions/mve (Edgeley Boulevard/Applemill Road) and was marked for further review.

Edgeley Boulevard/Portage Parkway (formerly Applewood Crescent–south) was approved for all-way stop control in February 2005, prior to recommendation for traffic signal installation in the Fall 2005. Edgeley Boulevard/Applemill Road are scheduled for traffic signals in the Fall 2005.

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York Region Police should be requested to provide more frequent surveillance and enforcement of the speed limit and ensure better compliance with the existing all-way stop controls in the vicinity of these intersections.

Attachments

1. Location Map of Signalized Intersections
2. Summary of Collisions at Signalized Intersections
3. Location Map of Major Unsignalized Intersections
4. Summary of Collisions at Major Unsignalized Intersections

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.)

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Item 22, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

22 TRAFFIC CALMING – CARRYING PLACE RATEPAYERS ASSOCIATION

The Committee of the Whole recommends:

- 1) That Clauses 1 and 3 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 20, 2005, be approved;**
- 2) That parking prohibition signs be installed on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf; and**
- 3) That the statutory speed limited be reduced to 40 km/hr for all incoming streets in the immediate area.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Humber Forest Court and Tuscan Woods Trail;
2. That an all-way stop control not be installed at the intersection of Humber Forest Court and Water Garden Lane;
3. That speed humps not be installed on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and
4. That parking prohibition signs not be installed on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf.

Economic Impact

Not applicable.

Purpose

To review the feasibility of implementing an all-way stop control at the intersections of Humber Forest Court at Tuscan Woods Trail and Humber Forest Court at Water Garden Lane; the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf.

Background - Analysis and Options

A petition was received from area residents requesting an all-way stop control at the intersections of Humber Forest Court at Tuscan Woods Trail and Humber Forest Court at Water Garden Lane; the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf. Refer to Attachment No. 2.

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Humber Wood Forest Court, Tuscan Woods Trail, Water Garden Lane, and Golden Gate Circle, are local residential roadways with a 17.5 metre right-of-way and Spring Berry Gate is a major local road with a 20.0 metre right-of-way. The speed limit on these roadways is a statutory 50 km/h. The area is shown on Attachment No. 1.

Staff conducted a turning movement count at the intersections of Humber Forest Court at Water Garden Lane and Humber Forest Court at Tuscan Woods Trail on Tuesday, April 12, 2005 and Thursday, April 14, 2005, respectively. The traffic counts were conducted during the morning peak period 7:00 am to 9:00 am and afternoon peak period 3:00 pm to 6:00 pm. The collected traffic volumes compared to the Provincial Warrant for an All-Way Stop Control are as shown below:

Humber Forest Court and Water Garden Lane

- Warrant 1 – Minimum Vehicular Volumes Warranted 13%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

Humber Forest Court and Tuscan Woods Trail

- Warrant 1 – Minimum Vehicular Volumes Warranted 12%
- Warrant 2 – Accident Hazard Warranted 0%
- Warrant 3 – Sight Restriction Warranted 0%

All-way stop controls are recommended when one or more of the three warrants is satisfied 100% or more. There are no recorded collisions at either intersection. Engineering staff cannot recommend an all-way stop control at this time at either intersection. Installing an all-way stop control at intersections that do not have high enough volumes and no collisions can have a detrimental effect on drivers either ignoring the stop sign, and/or speeding up once past the intersection. All-way stop controls are solely provided to facilitate right-of-way at high volume intersections and are not intended to regulate speeds in an area.

Staff collected 24-hour speed data using Automatic Traffic Recorders from May 16, 2005 to May 18, 2005. Table 1 is a summary of the results:

**Table 1 – Speed Data Collected for the Carrying Place
Ratepayers Association Area**

	LOCATION	DIRECTION	AVERAGE SPEED	VOLUMES
1	Water Garden Lane – 80 m west of Humber Forest Ct. (between #23/27)	Eastbound	31 km/h	144
		Westbound	27 km/h	187
2	Golden Gate Circle – 57m east of Water Garden Lane (between #22/26)	Eastbound	28 km/h	176
		Westbound	28 km/h	164

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	LOCATION	DIRECTION	AVERAGE SPEED	VOLUMES
3	Golden Gate Circle – 51m west of Water Garden Lane (between #182/187)	Eastbound	26 km/h	148
		Westbound	27 km/h	135
4	Spring Berry Lane – 49 m west of Water Garden Lane	Eastbound	34 km/h	603
		Westbound	34 km/h	648
5	Golden Gate Circle – 5 m east of 119 (in front of park)	Eastbound	24 km/h	90
		Westbound	28 km/h	107

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. The vehicle speeds are well below the posted 50 km/h speed limit. Based on the above warrant, the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate is not recommended.

None of the three roadways are considered an emergency fire route. Spring Berry Gate is the only roadway into the subdivision. The volumes collected are low in which the internal roadways are accommodating local residential traffic only.

Staff conducted on-street parking observations on Thursday, May 5, 2005 from 7:15 am to 8:40 am and from 4:00 pm to 5:45 pm. There was only one vehicle parked on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf during the afternoon study period. Staff does not recommend the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf at this time.

Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternatives, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures for installation on Golden Gate Circle, Water Garden Lane and Spring Berry Gate, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

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Prior to construction, the City's normal practice is to mail letters to the residents of Golden Gate Circle, Water Garden Lane and Spring Berry Gate should traffic calming measures be approved informing them of their installation.

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

Based on Staff's review, an all-way stop control at the intersections of Humber Forest Court at Tuscan Woods Trail and Humber Forest Court at Water Garden Lane; the installation of speed humps on Golden Gate Circle, Water Garden Lane and Spring Berry Gate; and the installation of parking prohibition signs on Golden Gate Circle in front of Le Parc Saint Jean de Brebauf are not recommended.

Attachments

1. Location Map
2. Petition

Report prepared by:

Sabrina Naccarato, Traffic Analyst, ext. 8759
Mike Dokman, Supervisor, Traffic Engineering, ext. 8031

SN:MC

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 23, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

23

**AWARD OF TENDER T05-068
ROAD RECONSTRUCTION OF CONNIE CRESCENT, NORTH RIVERMEDE ROAD,
BRADWICK DRIVE AND FRESHWAY 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 20, 2005:

Recommendation

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

1. That Tender T05-068 for the Road Reconstruction of Connie Crescent, North Rivermede Road, Bradwick Drive and Freshway Drive be awarded to Fermar Paving Limited in the amount of \$1,528,412.13 plus G.S.T.;
2. That a contingency allowance in the amount of \$155,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That the City retain Chisholm, Fleming and Associates to provide contract administration and construction inspection services including geotechnical testing and disbursements at an estimated cost of \$70,000 plus G.S.T.; and
4. That the Mayor and Clerk be authorized to sign the appropriate documents.

Economic Impact

The total cost of \$1,810,000 for the project falls within the approved budget amount and as such there is no additional economic impact to the 2005 Capital Budget.

Long range financial implications will include operating and maintenance costs associated with this type of infrastructure which are not qualified at this time, including long term replacement.

Purpose

To award Tender No. T05-068 – Road Reconstruction of Connie Crescent, North Rivermede Road, Bradwick Drive and Freshway Drive.

Background - Analysis and Options

This tender (2005 Capital Budget Project 1574-0-05) includes the reconstruction of various roads in the industrial area of Concord. (See Attachment No. 1 – Location Map).

The tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN), and closed on June 1, 2005. A total of 14 sets of documents were picked up from the Purchasing Department and the following 11 bids were received:

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<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Fermar Paving Limited	\$1,528,412.13
D. Crupi & Sons Limited	\$1,689,221.45
2012746 Ontario Limited O/A Southview Paving Inc.	\$1,894,619.00
Con-Strada Construction Inc.	\$1,900,794.69
Vaughan Paving Ltd.	\$1,945,669.70
Graham Bros. Construction Ltd.	\$1,966,420.46
Pave-All Limited	\$1,973,628.52
Gazzola Paving Limited	\$2,032,824.35
Brennan Paving & Construction Ltd.	\$2,038,012.61
Ferma Road Construction Ltd.	\$2,053,110.50
Lafarge Paving & Construction Ltd.	\$2,205,171.29

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 \$1,810,000.00 and is calculated as follows:

Fermar Paving Limited Bid (excluding G.S.T.)	\$1,528,412.13
Contingency Amount (Approximately 10%)	\$ 155,000.00
Contract Administration and Inspection – Estimated amount	\$ 70,000.00
Sub-Total	\$1,753,412.13
G.S.T. (7% amount 100% recoverable)	\$ 122,738.85
Treasury Administration (3%)	\$ 52,602.36
Total	\$1,928,753.34
Less G.S.T. Recoverable	\$ (122,738.85)
Net Cost	\$1,806,014.49

Rounded \$1,810,000.00

Staff and the City's consultant for this project Chisholm, Fleming and Associates have reviewed the submitted bids and are satisfied that the low bidder Fermar Paving Limited which has successfully completed similar works for the City, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to Fermar Paving Limited.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works 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.

Conclusion

Sufficient funding is available in the 2005 Capital Budget (Projects 1574-0-05) to complete the project. Staff recommend that this contract be awarded to Fermar Paving Limited in the amount of \$1,528,412.13 plus G.S.T.

Attachments

1. Location Map

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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.)

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Item 24, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

24

**AWARD OF TENDER T05-038
WATERMAIN REPLACEMENT AND ROAD REHABILITATION IN THE CONCORD AREA**

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 20, 2005:

Recommendation

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

1. That Tender T05-038 for the Watermain Replacement and Road Rehabilitation in the Concord area be awarded to Direct Underground Inc. in the amount of \$2,498,363 plus G.S.T.;
2. That a contingency allowance in the amount of \$250,000 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That a Geotechnical Inspection and Material Testing amount of \$24,500 plus G.S.T. be approved to ensure compliance with all applicable standards; and
4. That the Mayor and Clerk be authorized to sign the appropriate documents.

Economic Impact

The total cost of \$2,857,000 for the project falls within the approved budget amount and as such there is no additional economic impact to the 2005 Capital Budget.

Long range financial implications will include operating and maintenance costs associated with this type of infrastructure which are not qualified at this time, including long term replacement.

Purpose

Council approval to award Tender No. T05-038 for the Watermain Replacement and Road Rehabilitation in the Concord area.

Background - Analysis and Options

This tender (2005 Capital Budget Projects 1574-0-05 and 1571-0-05) includes the watermain replacement and road rehabilitation in the Concord area including Keeleview Court, Hillside Avenue, Baldwin Avenue, Southview Drive and Jardin Drive. As part of this work, a section of sanitary sewer on Hillside Avenue that was identified as being deficient, will be replaced as per Council direction. (See Attachment No. 1 for project locations).

The tender was advertised in the Daily Commercial News and on the Electronic Tendering Network (ETN), and closed on Monday, May 30, 2005. A total of five documents were picked up from the Purchasing Department and the following two bids were received:

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<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Direct Underground Inc.	* \$2,498,363.00
Alsi Contracting Ltd.	\$3,249,122.91

* Corrected for arithmetic error

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 \$2,857,000 and is calculated as follows:

Direct Underground Inc. Bid (Not incl. G.S.T.)	\$2,498,363.00
Contingency Allowance (Approximately 10%)	\$ 250,000.00
Geotechnical Inspection and Material Testing	\$ 24,500.00
Sub-Total	\$2,772,863.00
G.S.T. (7% amount 100% recoverable)	\$ 194,100.41
Treasury Administration (3%)	\$ 83,185.89
Total	\$3,050,149.20
Less G.S.T. Recoverable	\$ (194,100.41)
Net Cost	\$2,856,048.80

Rounded \$2,857,000.00

The City's consultant for this project Totten Sims Hubicki Associates have checked the bids for mathematical errors and are satisfied that Direct Underground Inc. is deemed qualified to successfully complete this project. Direct Underground Inc. has completed similar work for the City in the past with satisfactory results. Therefore, it is appropriate to award this contract to Direct Underground Inc.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works 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.

Conclusion

Sufficient funding is available in the 2005 Capital Budget (Projects 1574-0-05 and 1571-0-05) to complete the project. Funding for this project shall be as follows: \$1,799,000 is funded from the Water Reserve, \$98,000 is funded from the Sewer Reserve and \$960,000 is funded from Long Term Debt. Staff recommend that this contract be awarded to Direct Underground Inc. in the amount of \$2,498,363 plus G.S.T.

Attachments

1. Location Map

Report prepared by:

John Zanchettin, C.E.T. – 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.)

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Item 25, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving that staff schedule a community meeting to consult with the residents regarding the feasibility of undertaking road improvements along Fieldstone Road, and a report be provided in September 2005; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2005.

25

TRAFFIC CALMING MEASURES FOR FIELDSTONE DRIVE

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 27, 2005 and that staff provide traffic calming options and costs associated with implementing road and traffic improvements.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate not be installed; and
2. That the widening of Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate not be implemented.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of installing traffic calming measures on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate, and to review the feasibility of widening this section of road, in response to direction from Council.

Background - Analysis and Options

At its meeting on March 21, 2005 Council directed:

- “1. That the City of Vaughan Engineering Department be requested to prepare a report to outline the options and costs associated with road and traffic improvements (to include road widening).**
- 2. That staff bring back the report to a further Committee of the Whole before the end of May 2005.**
- 3. That the request from residents on Fieldstone Drive be received.”**

Fieldstone Drive is a feeder roadway with a statutory speed limit of 50 km/h. The raised intersection of Fieldstone Drive and Pottery Place/Windflower Gate is under all-way stop control. The intersection of Fieldstone Drive and Weston Road is controlled by traffic signals and is under

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the jurisdiction of the Region of York. A total of 14 residential homes front on to the north side of Fieldstone Drive between Weston Road and Pottery Place. The south side of the street is bounded by commercial-retail development. There are presently no policy prohibitions in this immediate area. The area is shown on Attachment No. 1.

A letter was received from the residents of Fieldstone Drive requesting speed humps on this section of road due to speeding vehicles. In addition, the residents state they have experienced heavy traffic volumes and have difficulty entering/exiting their driveways.

Staff collected speed and volume data from Automatic Traffic Recorders over a 24-hour period. The recorders were installed on Fieldstone Drive east of Windflower Gate on Wednesday, May 11, 2005. The following table summarizes the results of this data.

<u>Location</u>	<u>Date Collected</u>	<u>Direction</u>	<u>24-hour volume</u>	<u>Average Speed</u>
Fieldstone Drive east of Windflower Gate	May 11, 2005	Eastbound	5731	43 km/h
		Westbound	5450	42 km/h
Fieldstone Drive east of Windflower Gate	November 13 2003	Eastbound	5436	44 km/h
		Westbound	5963	46 km/h

The traffic volumes collected are higher than normal volumes for this type of roadway due to existing and developing commercial uses to the west and south and existing residential uses to the west and north. The typical all-day traffic volume for a feeder roadway should not exceed 8,000 vehicles. The volumes and speeds are comparable to data collected in November 2003 for this class of road.

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 - speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

The collected speeds do not exceed the posted speed limit by 10 km/h. In addition, the Vaughan Fire and Rescue Service are strongly opposed to the installation of speed humps on Fieldstone Drive. Station 7-5 is located at #2 Fieldstone Drive and uses Fieldstone Drive for all emergency responses. In addition, Fieldstone Drive is the primary response route for the station fire apparatus to proceed to residences directly west of the fire station.

Based on the above warrant, the warrant for the installation of speed humps on Fieldstone Drive is not met.

In response to widening Fieldstone Drive between Pottery Place and Weston Road, Engineering staff does not support this proposal. A road widening cannot be viably or safely undertaken due to lack of physical space (right-of-way) to accommodate extra lanes.

In addition, the lanes cannot be properly aligned to accommodate through traffic from Chrislea Road. Current geometrics of the intersection of Weston Road and Fieldstone Drive/Chrislea Road prevent proper transition length required for any road widening.

Similarly, there would be insufficient space to properly align the east and west leg of the intersection of Fieldstone Drive and Pottery Place/Windflower Gate.

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Environmental Assessment Act Requirements

As required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should Council approve traffic calming measures for installation on Fieldstone Drive then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published in editions of the Vaughan Citizen, Lo Specchio and Vaughan Weekly newspapers.

Prior to construction, the City's normal practice is to mail letters to the residents of Fieldstone Drive should traffic calming measures be approved informing them of their installation.

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

Based on staff's review, it is recommended that traffic calming measures not be implemented on Fieldstone Drive between Weston Road and Pottery Place/Windflower Gate. It is also recommended that any road widening not be implemented due to physical lack of available space and associated safety concerns.

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 27, 2005

Item 26, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

26

**TEMPORARY ROAD CLOSURE
JOHN STREET AND NAPIER STREET IN KLEINBURG**

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed for the temporary road closure of John street and the section of Napier Street north of John Street for the installation of a sanitary sewer on these streets, during the period of July 18, 2005 to July 28, 2005 inclusive, between the hours of 8:30 a.m. and 5:30 p.m., daily.

Economic Impact

None

Purpose

The purpose of this report is to seek Council's approval for the temporary road closure of John Street and Napier Street (section north of John Street). (Refer to Attachment No. 1)

Background - Analysis and Options

The Humberplex subdivision consisting of 167 lots located east of Highway No. 27, north of Islington Avenue in Kleinburg is currently under construction. In order to accommodate the sanitary outlet from the subdivision, the developer is required to lower the sewer on Napier Street and John Street and connect to the existing sanitary sewer on Islington Avenue.

For these works to occur, it is proposed that John Street and the section of Napier Street north of John Street be temporarily closed during the period of Monday July 18, 2005 to Thursday July 28, 2005 between the hours of 8:30 a.m. and 5:30 p.m. daily. In order to install the sewers, the contractor will have to dig to a depth of approximately 6 metres. Consequently, the depth and the alignment of the sewers prevent traffic from being able to access Napier Street and John Street safely. Emergency access however, will be provided at all times.

The temporary road closures will reduce safety risks to both the travelling public and the construction crews and will significantly reduce the time schedules of construction, thus minimizing public impact and disruption.

A detour signage plan will be implemented to clearly identify detour routes. Notification of the temporary road closure will be placed on collector and local roads two weeks prior to the closure. All emergency public service agencies (police, fire and ambulance) and public and school transit authorities will be informed of the closure a minimum of two weeks prior to the closure period. The contractor will be responsible for all barricades and construction signage in order to provide pedestrian safety around the construction area. The five property owners that will be directly affected by the temporary closure will be notified by mail.

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Relationship to Vaughan Vision 2007

This recommendation is consistent with the priorities set forth in Vaughan Vision 2007, particularly A-2, "Promote Community Safety, Health and Wellness" and A-5, "Plan & Manage Growth".

Conclusion

To facilitate the downstream sanitary outlet for the Humberplex subdivision in Kleinburg, it is recommended that a By-law be passed to implement the closure of John Street and the section of Napier Street north of John Street, from Monday, July 18, 2005 to Thursday, July 28, 2005 between the hours of 8:30 a.m. and 5:30 p.m. daily, to allow for the construction of the sanitary sewer works.

Attachments

1. Attachment No. 1

Report prepared by:

Vick Renold, 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 27, 2005

Item 27, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

27

**CONTRACT AWARD – RFP05-002
PUMP STATION UPGRADE CONTROL SYSTEM (SCADA)
AND ADDITIONAL FUNDING REQUEST**

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 20, 2005:

Recommendation

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

1. That Contract RFP05-002 Pump Station Upgrade Control System (SCADA) be awarded to Pump System Interfacing Inc. at an estimated contract value of \$250,000.00 plus GST;
2. That additional funding in the amount of \$16,000 be approved and allocated to project 4956-0-01 with \$8,000 funded from the Water Reserve and \$8,000 funded from the Sewer Reserve and;
3. That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as Contract Award – RFP05-002 Pump Station Upgrade Control System (SCADA) and Request for Additional Funding is deemed sufficient notice pursuant to Section 2(1) (c) of By-law 394-2002 and;
4. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

This is a Capital Project (4956-0-01) approved in 2001 with a funding of \$250,000. The selected proposal is over budget by \$16,000, \$7,500 being required for Administration and \$8,500 having been spent on consulting fees and as such, additional funding will be required to implement the project.

Purpose

To award Capital Project 4956-0-01 Pump Station Upgrade Control System (SCADA) contract and request additional funding.

Background - Analysis and Options

Public Works is currently responsible for the operation of ten sewage pump stations, two water booster pump stations, and a methane flare at the old Vaughan landfill site. All stations are capable of “stand alone” operation; however, staff has to attend to each site on a regular basis to ensure its continued operation. The stations currently incorporate a relay alarm system alerting staff of a problem. The alarm is communicated on leased Bell Canada line circuits and staff attends to the site.

In requesting this Capital Budget, Public Works’ intent was to acquire a Supervised Control and

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Data Acquisition (SCADA) system utilizing Programmable Logic Controls (PLC) at each site as well as implementing a wireless communication network to replace the existing leased lines of Bell Canada. The rationale for the implementation of a SCADA system for the remote sites includes the use of standardized equipment for alarming, the capability of offsite control, monitoring and data acquisition (reports), the elimination of needing to rely on Bell Canada's communication network, and the monthly line fees associated with the network.

The following key results are expected with the installation of a new SCADA system: increased reliability, reduced maintenance costs through standardization of hardware and software, capability of offsite remedies for certain emergencies such as pump restart or rotation made possible by the remote control features, reduced communication costs and increased reliability by replacing existing Bell lines with radio modems, automated reporting capabilities facilitated by the information capture features of the SCADA system, and increased monitoring and control capability.

Public Works opted for the Request For Proposal format to allow the proponents more flexibility in their solutions and the possibility of working closer to the budget. Staff hired the services of Eramosa Engineering Inc. to create a set of criteria guidelines that could assist in formulating part of City standards to be incorporated in our RFP document. Eramosa Engineering Inc. has designed SCADA systems for Halton Region, Niagara Region, Waterloo Region and the City of Ottawa and is well versed in network solutions.

The RFP was advertised on the Electronic Tendering Network (ETN) and the Daily Commercial News on January 11, 2005. It closed on February 15, 2005. A total of thirty-one documents were issued by the Purchasing Department. An optional site visit to all pumping stations and to the methane station was scheduled for interested participants on January 28, 2005, to provide a better comprehension of the locales involved. A total of six responses were received: two no bids from Science Applications, of Harrisburg PA and Dakins Engineering, of Mississauga, and one bid was deemed non-compliant (JMP Engineering). The remaining three proposals proceeded to the evaluation stage.

In order to qualify, proponents had to demonstrate their ability to respond to any Vaughan site within one hour of being called out for an alarm and had to have prior experience in York Region for projects of similar magnitude. Staff have checked the bids for mathematical errors, and have contacted references.

The following are the results of the RFP opening:

BID RESULTS FOR RFP05-002 PUMP STATION UPGRADE CONTROL SYSTEM (SCADA)		
Bid Rating	Contractor	Total Including G.S.T.
1.	Pump System Interfacing Inc.	\$267,500.00
2.	Summa Engineering Ltd.	\$352,600.00
3.	American Water Services	\$372,070.61

The Evaluation Team consisted of appropriate Public Works and Purchasing staff and was advised by the consultant, Eramosa Engineering. The proposals received the following rating:

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EVALUATION RESULTS FOR RFP05-002 PUMP STATION UPGRADE CONTROL SYSTEM (SCADA)	
Contractor	Proposal's Rating
Pump System Interfacing Inc.	84.7 %
American Water Services	78.2 %
Summa Engineering Ltd.	76.9 %

Pump System Interfacing's proposal meets with the general spirit of the project, establishes their ability to respond within one hour of being called for an alarm and their experience working in York Region on projects of a similar nature. Pump System Interfacing is the only proponent to include a licensed frequency in their network solution that reduces competitive interference, which permits data transmission more efficiently, provides exclusivity of the channel, and does not require as many relays to function. The proposal's cost of implementation is also more inline with the allocated budget.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision's A-1 "Pursue Excellence in the Delivery of Core Services", A-3 "Safeguard Our Environment", and D-1 "Enhance Productivity & Cost Effectiveness".

Conclusion

Based on the evaluation of the proposal and the positive reputation of Pump System Interfacing Inc., it is recommended that RFP05-002 for Pump Station Upgrade Control System (SCADA) be awarded to Pump System Interfacing Inc. and that an additional funding of \$16,000 be approved with \$8,000 funded from the Water Reserve and \$8,000 funded from the Sewer Reserve to proceed with the installation of the system.

Should Council concur with the proposed additional funding request, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001, Section 291(1)(c) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. When a capital project has been subject to a meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1)(c) of By-law 384-2002. Therefore, no additional notice period is required.

Attachments

N/A

Report prepared by:

Odette McIntyre, C. Tech
Municipal Service Technician

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Item 28, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

28

ANTI-TAMPERING DEVICES ON FIRE HYDRANTS

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Fire Chief, recommends that:

1. Subject to satisfactory results of a field test being conducted by the Vaughan Fire & Rescue Service with anti-tampering devices for fire hydrants, a pilot project be implemented in an area of new construction using hydrant banding as a deterrent to unlawful use of City water; and,
2. Should the pilot project be deemed successful, the installation of anti-tampering devices for fire hydrants be made mandatory in all areas of new construction, with the cost associated with such devices being borne by the developer(s).

Economic Impact

The cost of anti-tampering devices is approximately \$45 - \$55 per hydrant, depending on the quantity ordered. While the City would purchase a number of these for use in a pilot project area, the long-term goal would be for the developers to pay for, and install, these devices on the hydrants immediately once they were put into service.

Purpose

To update Council on the issue of installing anti-tampering devices on fire hydrants.

Background - Analysis and Options

As part of the direction arising from the 2005 Water and Wastewater Budget deliberations, the issue of water loss came up, and discussion took place concerning the use of anti-tampering devices being installed on fire hydrants to deter unlawful use of City water.

Since then, Public Works staff have held discussions with representatives of the Vaughan Fire & Rescue Service (VFRS) over the use of these devices. The VFRS is opposed in principle to the use of hydrant anti-tampering devices because it is another impediment to the rapid service that VFRS tries to provide. A hydrant anti-tampering device may only take a few seconds to remove, but when combined with other impediments to response times, such as traffic congestion and speed humps, it all adds up to increasingly longer response times. However, the VFRS appreciates the concern over water theft and is ready to deal with the anti-tampering devices.

VFRS would like to have field tests performed on these units prior to approving their widespread use. VFRS's main concern is with respect to how easy or difficult these devices are to remove in an emergency situation. As such, Public Works staff are in the process of obtaining some of these units for installation on hydrants at the Joint Operations Centre where VFRS staff can perform tests on them. Following the testing, it will take some time to train all 216 VFRS operations staff on the use and removal of these devices.

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Should these anti-tampering devices be acceptable to the VFRS, it is recommended that the City conduct a pilot project in an area of new development to determine their effectiveness in preventing the unlawful use of City water.

Should the test be successful, the intent would be to require developers to install such devices in all areas undergoing significant new housing construction. It is intended that the City would authorize the devices to be removed when the areas are fully occupied or assumed by the City.

In addition to dealing with the water loss issue, anti-tampering devices may also reduce the risk of damage to the hydrants by unauthorized users, and may help prevent water quality being impacted.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, and complies with Vaughan Vision A-2 "Promote Community Safety, Health & Wellness".

Conclusion

Pending a successful field test of the anti-tampering devices for fire hydrants, and a pilot project in an area of new construction, the installation of anti-tampering devices for fire hydrants in areas of new construction may assist in preventing the unlawful use of City water.

Attachments

N/A

Report prepared by:

Brian T. Anthony, Director of Public Works
Glenn Duncan, Deputy Fire Chief

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 29, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

29 COMMUNICATIONS PLAN FOR PHASE 1 OF "GREENING VAUGHAN"

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends that the following be received for information.

Purpose

The purpose of this report is to provide an overview of the communications plan relating to Phase 1 of "Greening Vaughan".

Economic Impact

There is no negative impact on the 2005 Operating Budget, as the necessary resources have been allocated and approved in various Public Works operating accounts to cover the costs associated with the promotion and education initiatives for Phase 1 of "Greening Vaughan".

Background - Analysis and Options

"Greening Vaughan" is the City's comprehensive waste management plan to be launched in three phases over the next 2+ years. The objective is to attain 60% diversion from landfill by 2008. Phase 1 of the program, to be implemented this September, consists of increasing the frequency of recycling collection to once per week, with additional recyclable materials being accepted in the program. The second part of Phase 1 involves limiting garbage collection to 4 containers per collection (a combination of bags, containers and bulky items), with free tags to be provided to residents for additional set-outs.

A comprehensive communications plan developed for Phase 1 of "Greening Vaughan" will be rolled out through the summer of 2005, and will continue after the start of the program on September 13th, 2005. Below are the highlights of the communications plan.

During the summer, residents will be introduced to Phase 1 through the use of various mediums such as: newsletters, mobile signs, the City's website, door hangers, displays/posters at Community Centres and Libraries, newspaper advertisements, and an editorial campaign. The message to residents will be two-pronged:

1. Improved service through weekly recycling and additional materials accepted in the recycling program; and,
2. A 4 bag/container limit (comprising of bags, containers and bulky items), with free tags provided for additional materials.

Waste management staff, in conjunction with Corporate Communications and the Greening Vaughan Committee will be actively involved in the ongoing development/refining of the communication plan for all Phases of "Greening Vaughan". In all cases, the message will be positive and upbeat.

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Four summer students have been hired to assist with the “Greening Vaughan” launch (Phase 1), and will be valuable assets in getting this message out. During the months of July and August, the students will conduct door to door outreach (including Saturdays and early evenings), educating residents about the upcoming changes to the City’s waste management programs. Closer to the launch of the program, residents will be provided a new collection calendar detailing the full Greening Vaughan comprehensive waste management plan (Phase 1, 2 and 3).

The calendar will also contain the free bag tags that residents will be required to use when placing out materials in excess of the new limit.

It is proposed that the official launch of Phase 1 by the Mayor and Members of Council will take place one or two weeks prior to the start up of weekly recycling. It is hoped that the local media coverage will be publishing articles about Phase 1 of “Greening Vaughan” at the same time that the residents start receiving their new collection calendars. This official kick-off will supplement the other promotional and education work that will have taken place over the summer months.

Currently, the modes of communication to launch Phase 1 are limited to those identified above. However, other ideas/concepts may be tabled over the course of the summer by either City staff and/or the “Greening Vaughan” Committee. These ideas/concepts will be reviewed, and if warranted and budget funds are available, will be implemented.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council as part of the “Greening Vaughan” program, and the necessary financial resources are available within the approved 2005 Operating Budget.

Conclusion

The objective of Phase 1 of the Greening Vaughan program is to increase diversion through improvements to the City’s blue box collection program. The communications program outlined above will ensure that all residents have the basic knowledge about the changes being implemented to the City’s waste management program in September 2005, and will know what changes are forthcoming in future phases of the program.

Attachments

N/A

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P.
Manager of Solid Waste Management

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 30, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

30

**PROCLAMATION REQUEST –
BIG BROTHERS BIG SISTERS MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated June 20, 2005:

Recommendation

The City Clerk recommends:

- 1) That September 2005 be proclaimed as “**Big Brothers Big Sisters Month**”; 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.

Purpose

To respond to the request received from the Development Coordinator, Big Brothers Big Sisters of York.

Background - Analysis and Options

The correspondence received from the Development Coordinator, Big Brothers Big Sisters of York, dated June 8, 2005, is attached (Attachment #1).

The Big Brothers Big Sisters of York is a service organization committee to matching children and youth with caring volunteer mentors and the agency's goal is to expand its recruitment drive in order to serve more children and youth in our community.

The proclamation request meets the requirements of the City's Proclamation Policy: “*That upon request, the City of Vaughan issue proclamations for events, campaigns or other similar matters: which are promoted by any organization that is a registered charity pursuant to Section 248 of the Income Tax Act*”..

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 is recommending September 2005 be proclaimed as “Big Brothers Big Sisters Month” and that the proclamation be posted on the City's website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from the Development Coordinator, Big Brothers Big Sisters of York, dated June 8, 2005

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 30, CW Report No. 42 – Page 2

Report prepared by:

John D. Leach, City Clerk

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 31, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

31

APPOINTING MUNICIPAL LAW ENFORCEMENT OFFICERS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and the Senior Manager of Enforcement Services, dated June 20, 2005:

Recommendation

The Commissioner of Legal and Administrative Services and the Senior Manager of Enforcement Services, recommend that By-law 100-2000 be amended to appoint Municipal Law Enforcement Officers.

Economic Impacts

Not applicable

Purpose

The purpose of this By-law is to appoint municipal law enforcement officers for the purposes of enforcing the By-laws of The Corporation of the City of Vaughan.

Background - Analysis and Options

Due to resignations from the Enforcement Services Department and the subsequent filling of those vacancies, it has become necessary to amend By-law 100-2000, in order that new staff may be appointed to enforce By-laws of The Corporation of the City of Vaughan and other By-laws as may be required.

By-law 100-2000 provides the necessary authority for staff to enforce the City's By-laws.

There have been three staff hired to fill three vacancies.

Conclusion

It is appropriate to amend the By-law at this time.

Attachments

None

Report prepared by:

Tony Thompson, Senior Manager of Enforcement Services

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 32, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

32

**REQUEST FOR ROAD CLOSURE
MILL ROAD (NOT OPENED)
KLEINBURG**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Legal Services, dated June 20, 2005:

Recommendation

The Director of Legal Services recommends that the Clerk be directed to commence road closure procedures for Mill Road (not opened) in Kleinburg.

Economic Impact

There is no economic impact to the City as the Owner is responsible for the costs of closure.

Purpose

To obtain Council direction to commence road closure procedures.

Background - Analysis and Options

Kerrowood Developments Limited is the Owner of a parcel of land on the west side of Regional Road 27, north of Nashville Road, shown on Attachment # 1. An old plan of subdivision, Number 210 was registered in 1857, showing Mill Road and a small laneway attached to it, however, it has never been built, and there is no documentation in either the Land Registry Office or City Archives indicating the lands were ever dedicated to the City. The Owner's solicitor has provided an opinion, with which staff agree, that the lands are owned by Kerrowood. As it is shown on the old Plan, they have requested that procedures be commenced to close Mill Road for conveyancing purposes. The Owner has agreed to pay all costs.

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 in order to direct the Clerk to commence road closure procedures for Mill Road (not opened) and the unnamed laneway.

Attachments

1. Location Map

Report prepared by:

Heather A. Wilson
Director of Legal 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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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 33, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

33

**DOG OWNERS' LIABILITY ACT AMENDMENT
PIT BULLS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Solicitor/Litigation, dated June 20, 2005:

Recommendation

The Solicitor/Litigation recommends that this report be received for information.

Purpose

To provide information concerning the amendments to the *Dog Owners' Liability Act*, R.S.O. 1990, c. D. 16.

Economic Impact

There is no economic impact as a result of this status report.

Background

Amendments to the *Dog Owners' Liability Act*, R.S.O. 1990, c. D. 16, will go into effect on August 29, 2005. The legislation will ban pit bulls, including their ownership, breeding, transferring, abandoning or importing.

Analysis and Options

There will be a 60-day transition period after August 29, 2005, wherein owners of existing pit bulls will be required to have them spayed or neutered, leashed and muzzled while in public, and must comply with any additional requirements set by municipalities.

The new legislation will contain a "grandfathering clause", allowing existing pit bulls owned in Ontario before the legislation becomes effective, to be considered "grandfathered" or restricted pit bulls, as long as they comply with the legislation and its regulations. Pit bulls born within 90 days of the date that the legislation becomes effective are also "grandfathered".

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 is reviewing various issues regarding the amendment including fencing and dog runs, and will report to Council in September.

Report prepared by:

Nancy Salerno

NS/gg

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 34, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

34

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-11
OWNER: 400/7 POWER CENTRE INC.
LOCATION: 57 NORTHVIEW BLVD., UNIT 8A
LOT 6, CONCESSION 5**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 20, 2005:

Recommendation

That Sign Variance Application SV.05-11, 400/7 Power Centre Inc., be APPROVED, subject to the following:

- 1) That the sign be non-illuminated; and
- 2) That the sign be disconnected from the electrical service and the illuminated elements be removed from the sign.

Economic Impact

None.

Purpose

Request to install a wall sign having an area of 18.4 sq m as shown on the attached drawings.

Background- Analysis and Options

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

- 8.2 (a) The area of a wall sign shall not exceed 0.75m per linear horizontal meter of the exterior wall of a building upon which such sign is located. In multiple occupancy buildings or shopping centres, 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

Members of the Sign Variance Committee are of the opinion that to reduce the impact of the existing sign that the sign should be non-illuminated.

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 34, CW Report No. 42 – Page 2

Attachments

1. Location Map
2. 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 35, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

35

**SIGN VARIANCE APPLICATION
FILE NO: SV.05-12
OWNER: WOODLI LIMITED
LOCATION: 4000 HIGHWAY NO. 7
LOT NO. 6, CONCESSION NO. 6**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 20, 2005:

Recommendation

That Sign Variance Application SV.05-12, Woodli Limited, be APPROVED, as proposed.

Economic Impact

None.

Purpose

Request to install two additional wall signs each having an area of 2.84 sq m. not in accordance with the site plan agreement as shown on the attached drawings.

Background- Analysis and Options

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

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

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 By-law permits only those wall signs approved on the site plan agreement. The applicant is proposing to install additional wall signs onto the south elevation of the existing structure as shown on the attached drawings. Committee members have no objection to the signs as proposed, and are of the opinion the general intent and purpose of the 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.

Attachments

1. Location Map
2. Proposed Exterior Elevations
3. Sketch of Sign

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 35, CW Report No. 42 – Page 2

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 36, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

36

SIGN VARIANCE APPLICATION

FILE NO: SV.05-13

OWNER: TORONTO DISTRICT CHRISTIAN HIGH SCHOOL ASSOCIATION

LOCATION: 377 WOODBRIDGE AVENUE

LOT NOS. 6 – 7, CONCESSION NO. 8

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 20, 2005:

Recommendation

That Sign Variance Application SV.05-13, Toronto District Christian High School Association, be APPROVED, subject to landscaping be provided at the base of the sign.

Economic Impact

None.

Purpose

Request to install a V shaped ground sign having an area of 4.6 sq m per sign face and an Electric Message Display as shown on the attached drawings.

Background- Analysis and Options

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

- 9.1 (a) No ground sign shall be larger than 2.0 sq m in area on a single sign face or 4.0 sq m of area for all faces combined.

An Electric Message Display as defined in Section 2 of the Sign By-Law is not permitted as part of the ground sign associated with an Institutional Building. Electric Message Displays are only permitted with a ground sign associated with Commercial and Industrial Buildings (Section 8.1 (b) of the Sign By-Law).

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 erect a ground sign having a sign area of 4.6 sq m. The applicant is also proposing an Electric Message Display as part of the sign. Committee members are of the opinion that due to the location of the subject property, and the location of the proposed sign, that landscaping should be provided at the base of the sign to reduce its impact on surrounding properties.

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. Location Map
2. 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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The Committee of the Whole recommends:

- ### Recommendation

1. THAT the Architectural Design Guidelines for the Block 33 West Community, prepared by The Planning Partnership Ltd. with Sterling, Finlayson Architects, dated May 2005, BE APPROVED; and,
2. THAT The Planning Partnership Ltd., BE APPROVED as the Control Architect for the Block 33 West Community.

N/A

The purpose of this report is to obtain Council approval on the Architectural Design Guidelines and Control Architect for the Block 33 West Community.

The Block 33 West Community is bounded by Major Mackenzie Drive to the south, Teston Road to the north, Weston Road to the west and Highway 400 to the east, comprising Lots 21 to 25, Concession 5, City of Vaughan, as shown on Attachment #1.

a) Council Resolution

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

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The Block 33 West Architectural Design Guidelines have been submitted by the participating Block 33 West 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.

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 33 West Community Architectural Design Guidelines

Architectural Design Guidelines have been prepared for the Block 33 West Community to establish an architectural vision for the community, and to provide guidance in the design and siting of residential, high performance employment, commercial and institutional buildings and their collective impact on the streetscape.

The guidelines consist of five main components, as follows:

- 1.0 Guiding Principles
- 2.0 Community Context
- 3.0 Design Guidelines For Non-Residential and Mixed-Use Development
- 4.0 Design Guidelines For Low and Medium Density Residential
- 5.0 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. The Planning Partnership Ltd. has been selected as the control architect by the respective participating landowners in the Block 33 West Community. The appointment of The Planning Partnership Ltd. 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.

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The architectural firm of The Planning Partnership Ltd. is the firm that prepared the Guidelines and has significant experience in this area. It is intended that The Planning Partnership Ltd. provide the services of the Control Architect (whose cost will be paid by the Block 33 West landowners group). City staff will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

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 The Planning Partnership Ltd. with Sterling Finlayson Architect for the Block 33 West Community, and can support its approval, subject to confirmation of The Planning Partnership Ltd., as the control architect for the Block 33 West Community.

Attachments

1. Location Map (Block 33 West Community Plan)
2. Draft Architectural Design Guidelines (Block 33 West 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 38, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

38

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V05
TERRA PINE VALLEY CORPORATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium 19CDM-05V05 (Terra Pine Valley Corporation) BE DRAFT APPROVED, subject to the conditions of draft approval in Attachment #1.

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 a Draft Plan of Condominium consisting of two multi-unit buildings (currently under construction) with a total gross floor area of 4607.03m² and a total of 39 units, with 261 parking spaces (Attachment # 3).

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the west side of Rowntree Dairy Road through to Pine Valley Drive, south of Regional Road 7, being Part of Lots 3 and 4 on Plan 65M-2167 (940 Rowntree Dairy Road), in Part of Lot 5, Concession 6, City of Vaughan. The surrounding land uses are as follows:

- North - commercial (C7 Service Commercial Zone)
- East - Rowntree Dairy Road; employment (EM1 Prestige Employment Area)
- South - employment (EM1 Prestige Employment Area Zone)
- West - Pine Valley Drive; commercial (C3 Local Commercial Zone and C1 Restricted Commercial Zone)

Official Plan/Zoning

The subject lands shown on Attachment #2 are designated "Highway #7 Commercial Corridor" by OPA #240, as amended by OPA #345, which provides opportunities for office buildings, retail, and business of professional office uses. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned C7 Service Commercial Zone by By-law 1-88, and subject to Exception 9(864), which permits a range of service commercial uses. The draft plan of condominium complies with the provisions of By-law 1-88.

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Site Development

The 1.63ha irregular-shaped lot has a 92m frontage on Rowntree Dairy Road and a depth of 145.54m. The site has two full movement accesses from Rowntree Dairy Road, at the northeast and southeast corners, the latter shared with the property abutting to the south. A total of 261 parking spaces are provided, including 3 spaces for disabled persons. By-law 1-88 does not require loadings spaces for multi-unit commercial buildings, and in accordance with the by-law, none have been provided.

The draft plan of condominium is in accordance with the approved Site Plan File DA.03.001.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, particularly priority “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 provided in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Standard Condominium 19CDM-05V05

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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Item 39, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

39

**DRAFT PLAN OF SUBDIVISION FILE 19T-04V14
1609985 AND 1609986 ONTARIO LIMITED
REPORT #P.2004.63**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Subdivision File 19T-04V14 (1609985 and 1609986 Ontario Limited) BE APPROVED, subject to the conditions of approval set out in Attachment #1.
2. THAT the subdivision agreement shall contain a provision requiring the Owner to pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a building permit, or a fixed rate of \$2200.00 per unit, whichever is higher in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
3. That the subdivision agreement contain a condition requiring the Owner to enter into a site development agreement and any other agreement(s) with the City of Vaughan and the Regional Municipality of York that are necessary to carry out the ultimate development plan and address among other matters municipal services, fencing, noise, road widenings, grading, and maintenance easements, etc., to the satisfaction of the City of Vaughan.
4. THAT Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-04V14 (1609985 and 1609986 Ontario Limited) be allocated sewage capacity from the York/Durham Servicing Scheme via the Woodbridge Service Area and water supply capacity from Pressure District No. 4 of the York Water Supply System, for a total of 58 residential units."

Economic Impact

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

Purpose

The Owner has submitted an application for Draft Plan of Subdivision approval (shown on Attachment #3) to consolidate 3 individual residential lots into one residential block under a single Registered M-Plan. This would facilitate the future development of 58 residential townhouse units on a common element condominium road (shown on Attachment #4).

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Background - Analysis and Options

The subject lands shown on Attachment #2 are comprised of an assembly of 3 separate residential lots as shown on Attachment #3, and are located on the south side of Regional Road #7, east of Bruce Street, being Lots 38, 39 and 40 on Registrar's Compiled Plan 9831 (4785, 4795 and 4803 Regional Road #7), in Lot 5, Concession 7, City of Vaughan. The proposed draft plan will facilitate the assembly of the lots into one large parcel having an area of 1.18 hectares, with 82.32m of frontage on Regional Road #7. All existing structures are to be demolished.

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #623 and zoned R1 Residential Zone by By-law 1-88. The surrounding land uses are:

- North - Regional Road #7; detached residential subdivision (R2 and R4 Residential Zones)
- South - Woodbridge College High School (A Agricultural Zone)
- East - proposed townhouse development (DeLuca Group Inc., DA.04.080-proposed RM2 Multiple Residential Zone)
- West - vacant residential lot (R1 Residential Zone)

Public Hearing

On October 8, 2004, a Notice of Public Hearing for the related Official Plan and Zoning By-law Amendment applications and the subject Draft Plan of Subdivision was circulated to all property owners within 120m of the subject lands and to the Vaughanwood Ratepayers Association. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 1, 2004, and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on November 8, 2004.

On January 24, 2005, Council adopted a resolution to approve the related Official Plan and Zoning By-law Amendment Applications OP.04.018 and Z.04.053 to redesignate and rezone the subject lands to "Medium Density Residential" and RM2 Multiple Residential Zone, respectively, to facilitate the residential townhouse block.

Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #623, which permits a residential townhouse block comprised of 58 residential townhouse units on a common element road. The proposed draft plan of subdivision will facilitate the intended residential development and conforms to the Official Plan.

Zoning

The subject lands are zoned R1 Residential Zone by By-law 1-88. In order to facilitate the proposed draft plan of subdivision, Council on January 24, 2005, approved the related zoning amendment application to rezone the subject lands from R1 Residential Zone to RM2 Multiple Residential Zone with site-specific exceptions.

The implementing site-specific zoning by-law will be enacted upon Council's approval of a site development application, to ensure that all required exceptions to facilitate the intended residential development are captured. A condition of draft approval is included on Attachment #1 requiring that the lands be appropriately zoned.

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Subdivision Design

The subject lands are comprised of an assembly of three properties. The application for draft plan of subdivision as shown on Attachment #3 proposes to consolidate the lots into one residential block under a single registered M-Plan. This will enable the residential block to be developed through a separate related Site Development Application (File DA.05.024) with the individual lots to be created through the lifting of Part Lot Control. The common element areas, including the amenity area and visitor parking areas and roads will be created through the subsequent Draft Plan of Condominium process. The site will be developed as a condominium complex, and therefore, snow removal and garbage pick-up will be privately administered and the responsibility of the condominium corporation.

Engineering Department

The Engineering Department has reviewed the proposed plan and provides the following comments:

i) Engineering Services

The municipal services for this development shall be in accordance with the approved Servicing Report and any subsequent plans and reports as amended for the Regional Road #7 and Bruce Street/Helen Street townhouse developments.

Engineering Staff has no objection to the proposed draft plan of subdivision, subject to the conditions of approval provided in Attachment #1.

ii) Transportation

A traffic impact assessment will be required to assess the impacts of the above-noted development on the adjacent road network and to identify any transportation requirements to support the overall development. A condition to this effect has been included in Attachment #1

iii) Servicing Allocation

The subject development is located within the Woodbridge Service Area, which is a natural tributary to the Islington Avenue Collector and within the servicing area of Pressure District 4 (PD4) of the York Water Supply System based on the City's current Vaughan Water Pressure Districts (2026 Condition) plan.

A functional servicing report is to be submitted in support of the draft plan detailing the opportunities and constraints, if any, in the existing servicing systems and how the proposed development will be serviced (ie. water, sewage, stormwater management and road network).

Notwithstanding the above, the subject development will require formal allocation of sewage and water servicing capacity by Council in conjunction with Draft Plan approval

Financial contributions for the proportionate share towards any external municipal services that have been designed and oversized by others to accommodate the plan will be required from the subject development.

The draft plan should include all the telecommunication (WIC) and hydro switch gear locations if required. Staff have no objection to the approval of the draft plan subject to the conditions of approval set out in Attachment #1.

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Parkland Dedication

The preliminary parkland dedication for this draft plan (58 units) is based on the calculation of 1ha/300 units resulting in a total Parkland Dedication of 0.193 ha. Parkland is not being provided in the draft plan, and therefore, cash-in-lieu of parkland will be required to be paid in accordance with the City's Cash-in-lieu Policy.

Region of York

The Region of York has no objection to approval of the draft plan of subdivision, provided water and sewer capacity has been allocated, and subject to the conditions of approval set out in Attachment #1.

School Boards

The School Boards have reviewed the proposed application and have no objection to draft plan approval.

Canada Post

Canada Post has no objections or conditions of approval respecting the proposed draft plan of subdivision as the subject lands are in an established door-to-door mail delivery area and will continue to receive mail in the same manner, provided the developer/builder ensures that each unit provides a mailbox that is easily accessible and is identified with a street number.

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 Draft Plan of Subdivision in the context of the Official Plan policies, By-law 1-88, and the existing and proposed development in the vicinity of the subject lands. Staff has no objection to the approval of the draft plan of subdivision as it would consolidate the subject lands into one residential block under a single registered M-Plan, facilitating the development of a residential block through a future related site development application (File DA.05.024), consistent with the policies of the Official Plan.

Therefore, Staff can recommend approval of the draft plan of subdivision application, subject to the recommendations in this report and the conditions of approval set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-04V14
4. Preliminary Site Plan
5. Comprehensive Development Plan (Subject Property, Deluca, Stone Manor)

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Item 39, CW Report No. 42 – Page 5

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 40, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

40

**OFFICIAL PLAN AMENDMENT FILE OP.05.003
ZONING BY-LAW AMENDMENT FILE Z.05.009
PINE SEVEN OFFICE PARK INC.
REPORT #P.2005.18**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.003 (Pine Seven Office Park Inc.) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #494, to include the recently acquired portion of the closed Sylvan Brook Avenue road allowance into the OPA #494 Amendment area.
2. THAT Zoning By-law Amendment File Z.05.009 (Pine Seven Office Park Inc.) BE APPROVED, to rezone the subject lands from R1 Residential Zone to C1 Restricted Commercial Zone to implement a consistent zone category for the entire landholding, with the following exceptions:
 - a maximum building height of 17m; and
 - any additional exceptions required to implement the final approved site plan.

Economic Impact

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

Purpose

The Owner has submitted applications to amend the Official Plan and Zoning By-law as follows:

1. Amend OPA #240 (Woodbridge Community Plan), as amended by site-specific OPA #494 to include the recently acquired portion of the closed Sylvan Brook Avenue road allowance into the OPA #494 Amendment area, to be consistent with the "General Commercial" land use designation, policies and permitted uses on the applicant's other landholding to the east, with which the subject lands have been consolidated; and,
2. Rezone the recently acquired portion of the Sylvan Brook Avenue road allowance from R1 Residential Zone to C1 Restricted Commercial Zone under site-specific Exception 9(523) to By-law 1-88, to be consistent with the zone category, standards and permitted uses on the applicant's other landholding to the east, with which the subject lands have been consolidated

The proposal will facilitate the approval of a future site development application, to accommodate new landscaping and parking areas on the former road allowance, and the development of a proposed 3-storey, 1300.6 m² office building on the applicant's easterly lands, which are currently developed with three, 2-storey office/commercial buildings (7816.46 m²) as shown on Attachment #2.

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Background- Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Regional Road #7, west of Pine Valley Drive, being part of the former Sylvan Brook Avenue road allowance, which has been consolidated with the adjacent easterly lands, and are in the same ownership as (4500, 4550 and 4600 Regional Road #7), in Lot 6, Concession 7, City of Vaughan.

The combined 2.224ha parcel includes the 900m² (10m x 90m) recently acquired former Sylvan Brook road allowance. The former road allowance has been merged with the lands to the east, within the "General Commercial" designation. The former road allowance is zoned R1 Residential Zone by By-law 1-88. The property to which the road allowance has been joined is currently developed with three business and professional office buildings as shown on Attachment #2. The site is rectangular in shape with two access points on Regional Road #7, and one on Pine Valley Drive. The western access point on Regional Road #7 is a mutual shared drive between the subject lands and the lands to the immediate west. The surrounding land uses are as follows:

- North - detached residential (R3 Residential Zone)
- South - Regional Road #7; commercial (C1 Restricted Commercial Zone)
- East - office/commercial on applicant's easterly landholding (C1 Restricted Commercial Zone); Pine Valley Drive
- West - proposed Ambria residential condominium building (RA2 Apartment Residential Zone)

Public Hearing

On March 24, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Vaughanwood Ratepayers Association. To date, one comment has been received from the Vaughanwood Ratepayers Association, in support of the proposal.

The recommendation of the Committee of the Whole on April 18, 2005, to receive the Public Hearing report and to forward a technical report to a future Committee meeting, was ratified by Council on April 25, 2005.

Official Plan

Section 14.0 of OPA #240 (Woodbridge Community Plan) includes the following policy with respect to the interpretation of land use designations and boundaries:

"The boundaries between the land use designations shown on (Land Use) Schedules "A" and "B" are approximate, except where they coincide with arterial roads, railway lines, valley lands within the open space designations, or other clearly defined physical features as long as the intent of its policies is maintained."

The former Sylvan Brook road allowance has merged in ownership with the lands to the east and therefore, the above-noted section of the Official Plan can be interpreted to apply the adjacent land use designation to the road allowance lands, and the boundaries can be adjusted without amendment to the Plan. However, since the applicable uses contained in the site-specific provisions of OPA #240 and OPA #494, which facilitates the existing development on the adjacent easterly lands, an official plan amendment is required to permit the same uses on the acquired road allowance lands, consistent with the "General Commercial" designation. These uses are as follows:

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- business and professional offices;
- personal service shop;
- private school;
- retail store (limited to a health food store, postal outlet, copy centre, optical outlet and art gallery);
- photography studio; and
- coffee shop/café.

Highway #7 Land Use Futures Study

The subject lands fall within the "Highway #7 Land Use Futures Study" area. The subject applications propose the intensification of a developed site and therefore, would not impact upon the goals and policies of the Highway #7 Land Use Futures Study. It is expected that Council will consider an Official Plan Amendment to implement the Highway #7 Land Use Futures Study in the Fall of 2005.

Zoning

The subject lands (former Sylvan Brook road allowance) are zoned R1 Residential Zone by By-law 1-88. The applicant's landholdings to the immediate east (4500, 4550, and 4600 Regional Road #7) are zoned C1 Restricted Commercial Zone by By-law 1-88, subject to Exception 9(523). The merging of the two properties results in a lot that would be split-zoned and therefore, an application to amend the Zoning By-law is required to rezone the road allowance from R1 Residential Zone to C1 Restricted Commercial Zone, subject to Exception 9(523), to be consistent with the lands to the immediate east. It is noted that Exception 9(523) permits only the following uses:

- "business or professional offices and financial institutions provided such uses are conducted wholly within an enclosed building and provided further that no manufacturing or processing is carried on;
- a personal service shop, private school, retail store (limited to a health food store, postal outlet, copy centre, optical outlet and art gallery), photography studio, coffee shop/café, pharmacy and laboratory, conducted wholly within an enclosed building and limited to the ground floors of Buildings A, B and C and in the basement of Building A only."

An additional exception to allow a maximum building height of 17m, whereas 11m is permitted in the C1 Restricted Commercial Zone is required to implement the proposed site plan. The required zoning exception for height can be supported as it applies only to the tower-like portion of the building, while the remainder of the roofline is proposed at a height of approximately 13m. The tower design provides some interest to a structure that would otherwise be simple in appearance. In addition, the height of this building is consistent with the recently approved Ambria residences condominium building to the immediate west, which was approved at a height of approximately 12.5m.

Any additional exceptions required to permit the proposed office building will be identified in a future technical report for the site plan application. The implementing zoning by-law will not be enacted until such time as Council has approved the final site plan.

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Planning Considerations

Land Use Compatibility

The subject lands are currently developed with three, 2-storey office/commercial buildings with a high quality design and architecture. The proposed development of a fourth building is expected to maintain the same architectural style and quality. Staff will ensure that a consistent design is provided through the site plan approval process. Staff is also satisfied that the proposed office/commercial uses are compatible with the surrounding office/commercial and residential land uses and land use context. Accordingly, Staff can support the approval of the proposed official plan and zoning by-law amendment applications.

Parking and Access

The site plan showing existing and proposed development on Attachment #2, shows two full-movement access points, one from Pine Valley Drive, with the other along the west limit of the site on Regional Road #7. One right-in/right-out access point is centrally located on the site on Regional Road #7. The full-movement driveway on Regional Road #7 is shared with the adjacent residential condominium development (Ambria Residences) to the west and was recently approved by the Region of York. The proposed development will not affect the design of this access point.

The site plan provides for a total of 323 parking spaces for the subject lands. Based on the office/commercial parking standards in By-law 1-88, the required parking would be calculated as follows:

Total Office GFA (existing and proposed): $9117\text{m}^2 @ 3.5 \text{ spaces}/100\text{m}^2 \text{ GFA} = 320 \text{ spaces}$

A total of 323 parking spaces are being proposed, which satisfies the minimum By-law requirement, with a surplus of 3 spaces.

Region of York

The Region of York Planning Department has reviewed the proposal, and has exempted final approval of the Official Plan Amendment from Regional approval, as it is a matter of local significance.

Relationship to Vaughan Vision 2007

This 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 applications to amend the Official Plan and Zoning By-law, and are satisfied that the proposal will facilitate a land use designation and zoning on the former Sylvan Brook Avenue road allowance that is consistent with the balance of the applicant's lands to the east and will facilitate future site development for a fourth office building on the consolidated property. The official plan amendment application represents an amendment to OPA #240 as amended by site-specific OPA #494 to include the road allowance within the overall amendment area and to apply the "General Commercial" policies, while the zoning amendment application would result in one consistent C1 Restricted Commercial Zone category over the entire parcel.

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On this basis, Staff can support the approval of the Official Plan and Zoning By-law Amendment applications to include the subject lands within site-specific OPA #494 Amendment area, and to rezone the lands from R1 Residential Zone to C1 Restricted Commercial Zone.

Attachments

1. Location Map
2. Site Plan (Existing and Proposed)
3. Concept Elevation (North and South)
4. Concept Elevation (East and West)

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Senior Planner, ext. 8407
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

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Item 41, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

41

**SITE DEVELOPMENT FILE DA.00.133
MAJOR MACKENZIE PROPERTY LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.00.133 (Major Mackenzie Property Limited) BE APPROVED, to permit a one-storey commercial building, as shown on Attachment #2, subject to the following conditions:

1. That prior to the registration of the site plan agreement:
 - a) the final site plan, building elevations, and landscape plan shall be approved by the Development Planning Department;
 - b) the final site grading and servicing plans, and stormwater management report, parking and on-site vehicular circulation shall be approved by the Engineering Department;
 - c) all hydro requirements of PowerStream Inc. shall be satisfied; and
 - d) all requirements of the Region of York Transportation and Works Department shall be satisfied.
2. That the site plan agreement contain the following clause:
 - a) If required, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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 facilitate the development of a one-storey infill commercial building with a gross floor area of 185.8m² on the subject lands shown on Attachment #1. The proposed building is identified as Building 'H' on the site plan as shown on

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Attachment #2, and is to be located within an existing commercial shopping centre development situated at the southeast corner of Major Mackenzie Drive and Jane Street. The proposed building is sited adjacent to Major Mackenzie Drive, between the driveway entrance into the shopping centre and the existing Pizza Pizza restaurant, and will be used for an Oxford Learning Centre.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the southeast corner of Major Mackenzie Drive and Jane Street, in Part of Lot 20, Concession 4, City of Vaughan. The property has an area of 2.5 ha, and 129.7 m and 131.5 m of road frontage on Major Mackenzie Drive and Jane Street, respectively. The property is currently developed with a number of existing commercial buildings as shown on Attachment #2. The surrounding land uses are:

- North - Major Mackenzie Drive; existing gas bar and commercial use (C4 Neighbourhood Commercial Zone)
- South - existing and proposed commercial and residential uses (C2 General Commercial Zone and RVM1 Residential Urban Village Multiple Zone (A) and Zone (B))
- East - existing commercial use (C4 Neighbourhood Commercial Zone)
- West - Jane Street; Paramount Canada's Wonderland (TPC Theme Park Commercial Zone)

Official Plan

The subject lands are designated "General Commercial Area" by OPA #350 (Maple Community Plan), as amended by OPA #513, which permits the proposed commercial use.

Zoning

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(1106). The proposed development complies with the requirements of By-law 1-88.

Maple Streetscape and Urban Design Guidelines (MSUDGs)

The Maple Community Plan, as amended by OPA #533, requires that development applications have regard for the Maple Streetscape and Urban Design Guidelines (MSUDGs). The vision for the Maple Core Area from a built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines. In this context, Council has established the Maple Streetscape Advisory Committee to implement the MSUDG's.

The proposed development was reviewed by the Maple Streetscape Advisory Committee on March 20, 2005, after which the Owner revised the site plan application by reducing the proposed building size from 307.5m² to 185.8m², and by adding landscaped areas and providing pedestrian connections to the proposed building.

The revised site plan proposal was considered by the Maple Streetscape Advisory Committee on May 25, 2005. A quorum was not established and therefore a sub-committee was formed to hear the application. The Owner agreed to minor adjustments and detailing with respect to the site plan and elevation drawings, which Staff will work with the Owner to achieve and report back to the sub-committee. However, the Committee is generally satisfied with the revised proposal, which reduced the gross floor area of Building 'H' to 185.8m², and refined the elevations and building materials.

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The final site plan and building elevations must be approved to the satisfaction of the Development Planning Department.

Site Design

The proposed building is located on the south side of Major Mackenzie Drive, between the existing driveway to the site and the Pizza Pizza restaurant, and is identified as Building 'H' on Attachment #2.

The existing shopping centre site is accessed by two driveways from Major Mackenzie Drive, the most easterly of which is signalized and shared with the adjacent grocery store. Another less direct access to the building is available from Jane Street. To facilitate the building in the proposed location, the removal of the 10 existing parking spaces abutting the west side of the driveway is proposed, and can be accommodated in light of the surplus parking available on the site as identified in the "Parking" section of this report.

A pedestrian walkway is proposed from the municipal sidewalk along Major Mackenzie Drive to Building 'H'. The Owner, at the May 25, 2005 Maple Streetscape Advisory Sub-Committee, agreed to provide a pedestrian walkway from the municipal sidewalk directly to the entrance on the north building elevation. The pedestrian sidewalk located along the east side of the proposed building, will also provide access to the other entrance located on the south side of the building. The garbage storage area will be internal to the building.

Building Elevations

The proposed elevations are shown on Attachment #4. The proposed building is one-storey with a height of approximately 9.2m. The roof is pitched with a decorative cupola and all rooftop mechanical equipment will be screened from street view. There are two entrances to the building, located on the north and south elevations. The main building material consists of brick on masonry on an architectural block foundation.

The proposed elevations show storefront windows on the north, east and south facades, which are visible from the street. The current west façade is fully bricked and abuts the drive-through for the existing Pizza Pizza restaurant to the west. An additional window on the west façade, closer to Major Mackenzie Drive, should be provided since this part of the building is visible from the street. In addition, the west elevation should be upgraded with respect to detailing, to the satisfaction of the Development Planning Department. Signage for the proposed building will consist of single channel illuminated letters on horizontal sign panels located on the north, south and east elevations.

As a condition of site plan approval, the final building elevations and signage must be approved to the satisfaction of the Development Planning Department.

Parking

Based on the requirements of Zoning Exception 9(1106), the required parking for the proposed building is calculated at a parking ratio of 5 spaces per 100m² of gross floor area. The minimum parking requirement for the overall site, including the proposed building is as follows:

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	Required Parking	Provided Parking
Existing Total – Overall Site	262	309
Proposed Building "H"	10	----
Proposed Total – Overall Site	272	296

As indicated in the above chart, the proposed building will require 10 parking spaces. Ten (10) existing parking spaces will be removed to facilitate the location of Building 'H' and three (3) spaces will be removed to facilitate a landscaped island opposite the end of the driveway from Major Mackenzie Drive. The proposed development meets the minimum parking space requirements of By-law 1-88, as amended, with a surplus of 24 parking spaces.

As a condition of site plan approval, parking and on-site vehicular circulation must be approved to the satisfaction of the Engineering Department.

Landscaping

The proposed landscape plan (Attachment #3) shows a mix of coniferous and deciduous material in the landscape buffer strip abutting Major Mackenzie Drive, which will enhance this frontage. The landscape buffer strip will also encompass a celtic retaining wall, ornamentals, shrub hedges and perennials, which will reinforce, enrich and complement the simple architectural treatment of the building. A new landscape island, which will replace three (3) parking spaces, is proposed at the end of the driveway from Major Mackenzie Drive. A narrow strip of land east of Building 'H' and next to the driveway access from Major Mackenzie Drive will be interlocked with brick and treated as a connection into the site from the municipal sidewalk. Development Planning Staff will work with the Owner to finalize the design details of the pedestrian walkway.

The final landscape plan, including detailed drawings and a landscape cost estimate, must be approved to the satisfaction of the Development Planning Department.

Region of York

The Owner will be required to satisfy all requirements of the Region of York Transportation and Works Department.

Services and Utilities

Municipal services are available to service the proposed development. The Owner is required to submit grading and servicing plans and a stormwater management report, which must be reviewed to the satisfaction of the Engineering Department.

All hydro requirements must be reviewed and approved to the satisfaction of PowerStream Inc.

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".

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Conclusion

Staff has reviewed the Site Development application in the context of the applicable policies of the Official Plan and requirements of the Zoning By-law and Maple Streetscape Guidelines. Staff are satisfied that the proposed infill commercial building is consistent with the prescribed policies and guidelines and that the proposed building can be developed in a manner that is compatible with the existing commercial development within the multi-building plaza. Staff will continue to work with the Owner to finalize the details of the plan, and considers the proposed building to be an appropriate development on the lands. For these reasons, Staff can support the approval of the site plan application subject to the conditions contained in this report.

Attachments

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

Report prepared by:

Stephen Lue, Planner I, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant A. 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 42, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

42

**SITE DEVELOPMENT FILE DA.04.015
1570683 ONTARIO LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.04.015 (1570683 Ontario 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, and landscape plan, shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, noise report, access and on-site circulation shall be approved by the Engineering Department;
 - iii) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department; and
 - iv) the Owner shall satisfy all hydro requirements to the satisfaction of PowerStream Inc.
- b) That the site plan agreement contain the following provisions:
 - i) The Owner shall pay to Vaughan by way of the 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; and,
 - ii) The Owner shall provide additional tree and shrub planting within the City's boulevard on Vista Gate in accordance with a landscape plan that is approved by the City. The additional boulevard planting shall be maintained (including watering, feeding and pruning) and replaced, as required, at the cost of the Owner.

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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 the development of a one-storey, 2043.8m² local commercial plaza served by 111 parking spaces, as shown on Attachment #2.

Background - Analysis and Options

The subject lands as shown on Attachment #1 have an area of approximately 0.71 ha and are located on the northeast corner of Keele Street and Vista Gate, being Blocks 389 and 390 on Plan 65M-3556, in Lot 30, Concession 3, City of Vaughan.

The subject lands are designated "Special Residential" by OPA #332, as amended by OPA #608, and currently zoned C3 Local Commercial Zone and OS2 Open Space Park Zone by By-law 1-88, subject to Exceptions 9(946) and 9(946-B). Should Council approve the site plan application, the property will be rezoned entirely to C3 Zone. The surrounding land uses are:

- North - existing residential (RVM1(B) Residential Urban Village Multiple Zone One and RV4 Residential Urban Village Zone Four)
- South - Vista Gate; stormwater pond (OS1 Open Space Conservation Zone) and seniors' residence (RVM2 Residential Urban Village Multiple Family Zone Two)
- East - Ravineview Drive; park (OS2 Open Space Park Zone) and existing residential RVM1(A) Residential Urban Village Multiple Zone One, RV3 and RV4 Residential Urban Village Zones Three and Four)
- West - Keele Street; vacant (A Agricultural Zone)

On April 26, 2004, Council approved applications to amend the Official Plan (OP.03.017) and Zoning By-law (Z.03.037) to redesignate and rezone the westerly portion of the subject lands to permit commercial uses, adjacent to Keele Street, and the following resolution:

"Require that a minimum 111m² meeting/recreational room be provided for the City within the commercial development and that the bonussing agreement between the applicant and the City be amended to require that the applicant provide the necessary amenities for the community room to the satisfaction of the City."

Council on June 4, 2004, enacted OPA #608 to implement its' decision. The implementing zoning by-law will be enacted, should Council approve the site plan application. The applicant has provided a seniors meeting/recreational room in the unit closest to the driveway access.

Official Plan

The subject lands are designated "Special Residential" by OPA #332, as amended by OPA #608, which permits commercial uses at this location. OPA #608 states the following:

"These commercial facilities are intended to serve a local focus and therefore, shall not have direct vehicular access to/from Keele Street. In addition, commercial development on these lands shall achieve high urban design standards and specifically shall be street-oriented and serve as an attractive entry feature into the community. Commercial building facades shall be oriented toward Keele Street and Vista Gate. Development that "backs" onto Keele Street and Vista Gate shall not be permitted."

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Staff has worked with the applicant to achieve a high quality building design that makes a positive contribution to the streetscape. The proposed site organization utilizing an “L-shaped” building placed adjacent to the Keele Street and Vista Gate property lines provides an opportunity to create a strong building design which forms an entry feature into the community while maintaining a community focus from the perspective of the limited access from a local road, together with the permitted commercial uses that cater to the local market. For these reasons, Staff is satisfied that the proposal conforms to the Official Plan.

Zoning

The subject lands are currently zoned C3 Local Commercial Zone and OS2 Open Space Park Zone by By-law 1-88.

Council on April 26, 2004, approved Zoning Amendment File Z.03.037 (1570683 Ontario Ltd.) to rezone the westerly portion of the subject lands from OS2 Open Space Park Zone to C3 Local Commercial Zone, and to add an eating establishment (take out) as a permitted use on the site, provided that the combined total gross floor area of all eating establishment uses on the site does not exceed 20% of the total gross floor area of the building. The following zoning exceptions are required to implement the proposed development:

	<u>Required</u>	<u>Proposed</u>
Minimum Front Yard (Vista Gate)	11.0 m	0.6 m
Minimum Rear Yard	9.0 m	5.37m
Minimum Exterior Side Yard (Keele)	11.0 m	0.0 m
Minimum Lot Depth	60.0 m	25.0 m
Maximum Gross Floor Area	1000 m ²	2043.8 m ²
Minimum Setback to an ‘R’ (Residential) Zone	9.0 m	5.37m
Minimum Number of Parking Spaces	123	111
Minimum Width of a Landscaping Strip Abutting a Street	6.0 m	0.0 m
Minimum Width of a Landscape Strip Abutting an ‘R’ (Residential) Zone	2.4 m	1.5 m
Minimum GFA for a Senior’s Meeting Room	185 m ²	*111 m ²

(*As per Council’s resolution noted above)

The site will also require an exception to permit a separate accessory garbage storage building located 2.5m from the property line, whereas By-law 1-88 requires that all accessory buildings adhere to the same setbacks as the main building.

The site layout is consistent with the proposal submitted with the approved Zoning Amendment application, and therefore, Staff can support the proposed exceptions to the C3 Zone.

Bonussing Agreement

This site is subject to a bonussing agreement, which was entered into between the Owner and the City on August 23, 2001. The agreement obliges the Owner to provide, at no cost to the City, the following:

- a unit(s) of no less than 111m² intended to be used by senior citizens on a no-charge basis for uses such as, but not limited to, meeting rooms, food services, library facilities and recreational facilities, for use for a period of 20 years;
- loose furnishings for the facility; and,
- minor repairs, general insurance, property maintenance, utility charges, and property tax.

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The current zoning Exception 9(946) for the property permits a seniors' meeting/recreational use, however, the wording is not consistent with the bonussing agreement. Staff will ensure that the implementing by-law will include the appropriate wording to be consistent with the provisions in the bonussing agreement.

Site Design

The proposed one-storey L-shaped commercial building is situated at the southwest corner of the site, abutting the Keele Street and Vista Gate street lines as shown on Attachment #2. Access to the site is from a single driveway from Vista Gate leading into the parking area. The main parking area is provided east of the proposed building. An accessory building used for the storage of refuse is located at the end of the main driveway entrance, abutting the north property line.

A municipal sidewalk will be provided along Vista Gate leading to the building. A 2.0m wide walkway is provided along the east and north faces of the building abutting the parking lot and providing access to each unit. A playground area is proposed immediately abutting Unit 1 (to be occupied by a daycare centre) and will be fully enclosed with a 1.2m high board-on-board fence.

The subject lands slopes downward along Keele Street from north to south thereby resulting in an increased building height and exposed foundation at the corner of Keele Street and Vista Gate as shown on Attachment #5. In order to improve the appearance of the building, the applicant has provided stone faced stepped planters along Keele Street that will contain shrubs and vines. Planting will also be provided adjacent to the wall along Vista Gate, and within the municipal boulevard as discussed further in the "Landscaping" section of this report.

Landscaping is also proposed around the perimeter of the site. A chain-link fence is proposed at the northeast corner of the site abutting Bestview Crescent to separate the site from the adjacent residential uses, given the steep grades at this location, which is not conducive for pedestrian access. The final site plan must be approved to the satisfaction of the Development Planning Department.

Access and Parking

The Official Plan does not permit access from Keele Street, and therefore, the site is serviced by a single 7.5m wide full-movement driveway access on Vista Gate.

The required parking for the site is calculated as follows:

Commercial Use (2043.8m ²):	6.0 spaces/ 100m ² GFA	= 123 spaces
	Total Parking Required	= 123 spaces
	Total Parking Provided	= 111 spaces

The proposed site plan includes 111 parking spaces, including 2 handicapped spaces, resulting in a parking deficiency of 12 spaces (9.7%). Staff can support the number of parking spaces proposed given the limited access to the site, the nature of the development catering to a local market, and the 111m² senior's meeting space, which would typically generate a lower parking demand, particularly as there is a seniors building on the south side of Vista Gate.

Building Elevations

The proposed building elevations are shown on Attachment #5. As noted above, the building height at the corner of Keele Street and Vista Gate is higher due to the site's grading, where the

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difference between the finished ground floor and the finished grade elevations is approximately 2.7m. As a result, the units are not accessible from Keele Street or Vista Gate, and the entrances are oriented toward the parking area. However, the facades facing Keele Street and Vista Gate are designed with a significant amount of windows and architectural treatment, and are consistent with the elevations on the interior north and east facades.

The main building materials proposed include a reddish-brown brick, split-faced Arriscraft Stone, windows, and harvest slate coloured roof shingles. A tower structure with a peaked roof and a decorative circular louver is provided at the corner of Keele Street and Vista Gate.

An accessory refuse building as shown on Attachment #3 is located at the end of the main driveway into the site and building design and utilizes the same materials used for the main building. Two metal overhead doors are proposed to access the building. The final building elevations must be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan (Attachment #4) consists of a mix of deciduous and coniferous trees, shrubs and vine planting along the perimeter of the site. A 2.0 m wide pedestrian walkway provides access to the building and extends to the public sidewalk along Vista Gate. A retaining wall is located along the north property line of the subject lands. Landscaping will be provided along this retaining wall utilizing small evergreens and shrubs.

Stone-faced planters are located abutting Keele Street that contain groundcover, vines and shrubs to soften the appearance of the building resulting from the grading conditions on the site. Landscaping is also provided along Vista Gate in the form of shrubs and small trees. However, due to the small building setback, landscaping is proposed adjacent to the building within the municipal boulevard, which is acceptable to Staff. However, a clause will be included in the site plan agreement that will require the Owner to be responsible for the maintenance and care of the landscaping (trees and shrubs). The final landscape plan must be to the satisfaction of the Development Planning Department.

Signage

The applicant is proposing a 7.3m high pylon sign as shown on Attachment #3 to be located on the east side of the main driveway access. The sign includes space for 12 tenant identifier signs each with a size of approximately 0.38 x 1.879m. Storefront sign bands are also proposed along the upper edge of the commercial building on both the interior and exterior facades, as shown on Attachment #6.

Servicing

The site has access to municipal services, including hydro sanitary and storm sewers, and water. The final site servicing and grading plans, storm water management report, noise report, as well as parking and on-site circulation, must be approved by the Engineering Department.

All hydro requirements must be addressed to the satisfaction of PowerStream Inc.

All servicing and transportation requirements within the Keele Street right-of-way must be to the satisfaction of the Region of York Transportation and Works Department.

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".

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Conclusion

Staff has reviewed the proposed Site Development Application to permit a multi-unit local commercial plaza in consideration of the Official Plan and Council's approval of the Zoning By-law Amendment Application in April 2004, and is satisfied that the proposal will facilitate an appropriate development of the subject lands. On this basis, Staff can support the approval of the Site Plan application, which will allow the implementing zoning by-law to be enacted.

Attachments

1. Location Map
2. Site Plan
3. Garbage Room & Pylon Sign Details
4. Landscape Plan
5. Elevation Plan

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
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 27, 2005

Item 43, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

43

**SITE DEVELOPMENT FILE DA.05.014
HYDRO ONE NETWORKS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.014 (Hydro One Networks Inc.) BE APPROVED, subject to the following conditions:
 - i) the final site plan, landscape plan, and building elevations 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) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
 - iv) the Owner shall satisfy all requirements of the Vaughan Fire Department; and,
 - v) the Owner shall satisfy all requirements of the Toronto Region Conservation Authority.

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

Hydro One Networks Inc. has submitted an application for site development approval, to permit a new 708 m² training building and a 221 m² heated storage building, and a parking lot for 84 cars and 9 trucks, as shown on Attachment #2. The new training building will contain office space, classrooms and a lunchroom and will replace the existing main office building on the site.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located south of Kirby Road and east of Cold Creek Road, being Part of Lots 29 and 30, Concession 10, City of Vaughan. The subject lands have an area of approximately 16 hectares and are part of the Hydro One Networks Inc. 80 hectare land holding in this area.

The site is relatively flat and there are several existing buildings within a fenced compound. Hydro One Networks Inc. is proposing to remove all but two of the existing buildings on the site and replace them with two new buildings. The new main building will function as a training facility and the second building will be used for storage purposes.

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The land uses surrounding the overall Hydro One Networks Inc. land holdings are:

- North - Kirby Road; agricultural uses (A Agricultural Zone)
- South - agricultural uses (A Agricultural Zone)
- East - agricultural uses (A Agricultural Zone), CP Rail line
- West - Cold Creek Road; agricultural and employment uses (A Agricultural Zone and EM2 General Employment Area Zone, respectively)

Official Plan

The overall Hydro One Networks land holdings are designated "Major Open Space & Valley Lands" and "Rural Use Area" by OPA #600. The portion of the site that is subject to this application is designated "Rural Use Area", which permits institutional uses. The proposed development to replace the existing hydro buildings on the site conforms to the Official Plan.

Zoning

The property is zoned OS1 – Open Space Conservation Zone and A – Agricultural Zone by By-law 1-88, with the portion subject to this application being within the latter zone. Hydro One Networks Inc. is considered to be a public use and therefore, Section 3.10 of By-law 1-88, "Public Uses" is applicable. The proposal complies with the requirements of By-law 1-88.

Site Design

The site plan shown on Attachment #2 identifies the existing and proposed buildings located on the subject lands. The existing main office building, ancillary buildings and the trailers will be removed from the site. Two small existing storage buildings in the north part of the compound will remain. A new one-storey, 708 m² training facility and an 84 car gravel parking area are proposed in the southwest quadrant of the site accessed from a new driveway from Cold Creek Road. A new storage building is proposed at the northwest corner of the property within the existing gravel area. The northerly portion of the compound also consists of a hydro pole and wire storage area utilized for staff field training exercises.

The final site plan must be approved to the satisfaction of the Development Planning Department. Hydro One Networks Inc. will not be required to enter into a site plan agreement with the City, since it is a public use.

Access

Two existing gravel driveways provide access to the site, one each from Kirby Road and Cold Creek Road. The Toronto and Region Conservation Authority (TRCA) has advised that the proposed new driveway from Cold Creek Road is located adjacent to the eastern bank of Rainbow Creek and may encroach onto the Regional flood plain. The TRCA has requested that the proposed driveway be realigned so that it meets the existing gravel driveway 6m east of its current location. During a recent site visit, Hydro One representatives advised that this request can be accommodated.

Parking

Parking for the proposed development is calculated as follows:

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Training Facility: 708m ² @ 6 spaces/100 m ²	= 43 spaces
Warehousing/Storage (existing and proposed): 387 m ² @ 1 space/100 m ²	= <u>4 spaces</u>
Total Required Parking	47 spaces

Parking for 84 cars and 9 trucks is proposed on a new gravel parking area, resulting in a surplus of 37 car parking spaces. Vehicular circulation to the buildings, on the site is proposed through the compound via existing gravel driveways.

Services/Utilities

The site has access to hydro, however, municipal services are not available in this area and the site will be serviced by the existing private services. An existing ditch borders the westerly edge of the fenced compound and much of the surface within the site is covered with gravel. Site grading and stormwater management for the site must be addressed to the satisfaction of the Engineering Department.

All hydro requirements will be addressed by the Owner, to the satisfaction of PowerStream Inc.

A dry fire hydrant with two 17,600 gallon underground water supply tanks is proposed adjacent to the driveway to the main building for fire fighting purposes. Hydro One Networks is required to satisfy the requirements of the Ontario Building Code and the Vaughan Fire Department regarding the adequacy and reliability of the water supplies for fire fighting purposes.

Landscaping

There are a few existing trees on the site, however, given the location of the proposed buildings that are well within the hydro corridor and far removed from the arterial road system, no additional landscaping is proposed.

Building Design

The proposed building elevations for the training facility are shown on Attachment #3. The elevations are simple in appearance and similar in construction. The training building will be finished in a two-tone prefinished metal siding utilizing a grey colour around the base and a lighter off-white colour for the balance of the building. The south elevation features the main entrance under a red paneled cantilevered canopy and a recessed secondary man door entrance. There are several large vertical windows trimmed in red. The north elevation includes a double man door entrance trimmed in red under a red paneled cantilevered canopy and several vertical red trimmed windows. The east and west elevations are similar, however there is a panel door on the west elevation and no window openings. The east elevation contains a man door trimmed in red and a large window. The roof is slightly sloped and finished in a prefinished metal paneling and roof coping matching the main colour of the siding.

The elevations for the heated storage building shown on Attachment #4. The building materials consist of a prefinished metal paneling similar to that used on the main building. A red coloured man door and a single overhead door are the only openings to the storage building and are provided on the south elevation. The roof is slightly sloped and finished in the same prefinished metal material used on the main building.

Staff is satisfied that given the location and purpose of the buildings, the proposed elevations are satisfactory.

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Parkland Dedication

Since the proposed development is considered a public use, there is no requirement for parkland dedication.

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 site is zoned A Agricultural Zone by By-law 1-88, and subject to the "Public Use" provisions in Section 3.10 of By-law 1-88, which permits the proposed development by Hydro One Networks. The proposed training facility represents an expansion and replacement of the existing buildings on the site. The new storage building is considered a minor building addition on the site. The site is located away from both Kirby Road and Cold Creek Road and centrally located on the larger Hydro One Networks Inc. land holding. Given the limited nature of the proposed development and the general area context, Staff can support the proposed development, subject to the conditions provided in the recommendation of this report.

Attachments

1. Location Map
2. Site Plan
3. Elevations – Training Facility
4. Elevations – Storage Building

Report prepared by:

Laura Janotta, Planner ext. 8634
Mauro Peverini, Senior Planner, ext 8407
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 44, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

44

SITE DEVELOPMENT FILE DA.00.014 (REVISED)
CATHOLIC CEMETERIES-ARCHDIOCESE OF TORONTO

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.00.014 (Revised) (Catholic Cemeteries-Archdiocese of Toronto) 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 and landscape plan shall be approved by the Development Planning Department;
 - ii) all requirements of the Ministry of Transportation Ontario shall be satisfied; and
 - iii) the required variances shall be approved by the Committee of Adjustment.
- b) That the site plan agreement include the following provision:
 - i) that all applicable development charges shall be paid in accordance with the Development Charges By-law applicable at the time of building permit issuance.

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 application to amend the existing Site Plan agreement to permit a 5,370m² expansion to an existing 11,860m² mausoleum in the westerly portion of the 46.1 ha Queen Heaven cemetery, resulting in a total mausoleum building size of 17,230m², as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located west of Regional Road #27 through to Highway #427, north of Highway #407 and south of the Ontario Hydro Corridor (7300 Regional Road #27), in Part of Lots 2 and 3, Concession 9, City of Vaughan.

The subject lands are designated "General Complementary Use Area" by the Parkway Belt West Plan, and zoned PB2 Parkway Belt Complementary Use Zone By-law 1-88. The surrounding land uses are:

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- North - hydro corridor (PB1(S) Parkway Belt Linear Facilities Zone)
- South - Highway #407
- East - existing motel/proposed office and hotel Site Development Application, Toronto RV Road Centre (PB2 Parkway Belt Complementary Use Zone); Toronto RV Road and Regional Road #27
- West - Highway #427

Official Plan

The subject lands are designated "General Complementary Use Area" by the Parkway Belt West Plan. The subject lands were deleted from the Provincial Parkway Belt West Plan by Parkway Belt Amendment No. 129, which was approved by the Ministry of Municipal Affairs and Housing on October 23, 1997. The cemetery continues to be subject to the Parkway Belt West Plan, which the City adopted as its Official Plan for the subject lands.

Zoning

The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88, which permits a cemetery and mausoleum use. The proposed building addition to an existing mausoleum complies with the requirements of the Zoning By-law, with the following exceptions:

	<u>Required</u>	<u>Provided</u>
- Maximum Permitted Building Height	11m	17.7m
- Minimum Required Site Parking (including existing buildings)	581 spaces	65 spaces

Staff has reviewed the proposed exceptions, which are considered to be appropriate and acceptable. The proposed building addition which is centrally located within the expansive 46.1 ha cemetery property, and is adjacent to a hydro corridor, is far removed from the view of the existing highways, and therefore the proposed increase in building height can be supported. Staff can also support the proposed parking deficiency, in light of the applicant's parking study, which has been approved by the Engineering Department, as discussed in the "Parking" section of this report. Should Council approve the proposed site plan, the applicant 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 existing mausoleum has a gross floor area of 11,860m² and is located approximately in the centre of the 46.1 ha cemetery, as shown on Attachments #1 and #2. The 5370m² mausoleum expansion is proposed to be added to the west side of the building, resulting in a total mausoleum building size of 17,230m². Also, additional driveway aisles and parking spaces will be provided to the north, south and west of the building.

Building Design

The proposed expansion will be three storeys high and have a height of approximately 17.7m to

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top of tower roof, the maximum height permitted by By-law 1-88 is 11m, however, Staff can support the proposed height variance as identified earlier in the report. Building materials and colours will match those of the existing mausoleum (white stone veneer and white acrylic stucco), including concrete red tile roof, with articulated white stone veneer. The westerly entrance has a covered entry feature with concrete red roof tiles and concrete columns with acrylic parging. The westerly façade will be constructed with a white stone veneer same as existing, incorporating arched windows surrounded by acrylic parging on rigid insulation or precast concrete with acrylic parging.

Future mausoleum expansion areas are shown to the north and south of the proposed expansion, and would be considered through a separate site plan application (s).

Landscaping

The land use plan shown on Attachment #3 proposes a variety of deciduous trees and coniferous and deciduous shrubs along the front of the westerly entrance to the proposed mausoleum addition. The proposed landscape plan is satisfactory. However, the final landscape plan must be approved to the satisfaction of the Development Planning Department.

Servicing

The Engineering Department has approved the site grading plans for this proposal. The proposed development will utilize existing site services, and therefore no additional approvals are required from the Engineering Department.

Access and Parking

The site is currently accessed by one full movement driveway from Regional Road #27. This road extends approximately 500m into the property, splitting into several winding private roadways which serve the cemetery and mausoleum. The private roadway is proposed to wrap around the perimeter of the enlarged mausoleum.

The required parking for the existing and proposed mausoleum is 569 parking spaces calculated at a ratio of 3.3 spaces per 100m² GFA, as follows:

Existing Mausoleum:	11,860m ² X 3.3 spaces	= 391.38 spaces
Proposed Mausoleum:	5,370m ² X 3.3 spaces	= 177.21 spaces
Total Parking Required for Mausoleum:		= 569 spaces

The applicant intends to provide a total of 65 parking spaces, 45 spaces for the existing mausoleum and 20 parking spaces for the proposed mausoleum expansion. The applicant has submitted a parking study prepared by Hine Richards Tomlin Inc. to support the proposed parking supply. The parking study took into consideration the parking demands on the site and was conducted over a three day period (Friday May 13, Saturday May 14, and Monday May 16, 2005) between the hours of 9 am to 6 pm. The Engineering Department has reviewed the study and concurs with the conclusions reached in the study report, and have no objections with the proposed parking supply (65 parking spaces).

An existing heritage structure of approximately 338m², which is currently by used as an administrative office, is located to the southeast of the existing mausoleum. The required parking for the administrative office is as follow:

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Required Office Parking: $338\text{m}^2 \times 3.5 \text{ spaces}/100\text{m}^2 = 12 \text{ parking spaces}$

The total required site parking for the mausoleum and administrative offices is 581 parking spaces (569 spaces mausoleum + 12 spaces administrative office). As identified earlier in this report, Staff can support the applicant acquiring the proposed parking variance from the Committee of Adjustment to reduce the required parking on site from 581 to 65 parking spaces. Any further mausoleum additions and associated parking requirements will be assessed in future applications.

Staff will also work with the applicant to ensure that the final site plan clearly provides the dimensions of the driveway aisle for the one-way and two-way aisles.

Ministry of Transportation Ontario (MTO)

The MTO has reviewed the proposal and provides the following comments:

- The site plan must clearly indicate the 407 property line.
- The site plan and attached documents do not match in terms of building size, please specify.
- Submit 2 copies of a SWMR and site servicing/grading plans
- Submit 2 copies of a Traffic Impact Study. Study must take into consideration all adjacent developments and identify all impacts to the Highway 407 interchange.
- All access to the subject site shall be via Toronto R.V. Road, located north of Highway 407

The site entrance located directly south of Toronto RV Road on the west side of Regional Road 27 (R.R 27) is located within the controlled access highway designation for a Class1 facility, and therefore the MTO will require it be closed and physically removed. This is in accordance with the provisions of Subsection 38 (2) of the Public Transportation and Highway Improvement Act.

Prior to any development, Ministry permits are required for any new/structures above and below ground within 46m of the Highway #407 property limits or within a 396m radius of Highway #407 and R.R. 27. The Ministry will also require that any new buildings/structures, above and below ground, be setback a minimum of 14m (46 feet) from the highway property line, including driveway aisles.

Region of York Transportation and Work

The Region of York has jurisdiction over Regional Road #27. The Region of York Transportation and Works Department has advised that they have no objection to the proposal and will not be required to be party to the City's Site Plan agreement.

Development Charges

The Finance Department has advised that development charges are applicable, and are to be paid in accordance with the Development Charges By-law at the time of building permit issuance.

Cash-in-lieu of Parkland Dedication

The City's Cash-in-lieu By-law exempts institutional development, and therefore, the payment of cash-in-lieu of parkland dedication in accordance with the provisions of the Planning Act, will not be required.

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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 reviewed the proposed application for Site Development approval for the expansion of the existing mausoleum, and are satisfied that the proposed building addition is in accordance with the Zoning By-law, subject to obtaining approvals for the required variances to the PB2 Zone from the Committee of Adjustment. The proposal is considered to be an appropriate development of the site and compatible with the surrounding uses. Therefore, staff can recommend approval of the application, subject to conditions.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. West and South Elevations
5. East and North Elevations

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212
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.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 45, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

45

**SITE DEVELOPMENT FILE DA.05.015
LORWOOD HOLDINGS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 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.05.015 (Lorwood Holdings Inc.) BE APPROVED, for Buildings 'A' and 'B' only, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the final site plan and elevation plan for Buildings 'A' and 'B', and landscape plan shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, stormwater management report, and on-site traffic circulation shall be approved by the Engineering Department;
 - iii) the applicant shall satisfy all requirements of the Ministry of Transportation and the Region of York Transportation and Works Department;
 - iv) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
 - v) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc;
 - vi) that the implementing zoning by-law shall be in full force and effect.
 - b) That the site plan agreement include the following provision:
 - i) 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.

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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 facilitate the development of the subject lands shown on Attachment #1 with four one-storey retail/commercial buildings totaling 7,061.41m², and one three-storey 2,647.65m² office building, and a total of 468 parking spaces, on a 3.45 ha site, as shown on Attachment #2.

Background - Analysis and Options

The 3.45 ha site shown on Attachment #1 is located on the northwest corner of Rutherford Road and Jane Street, being Block 38 on Registered Plan 65M-3645, in Part of Lot 16, Concession 5, City of Vaughan. The property is vacant and has 112.6m and 187.4m of road frontage on Jane Street and Rutherford Road, respectively.

The surrounding land uses are:

- North - Julliard Elementary School (RVM2 Residential Zone), valleylands (OS1 Open Space Conservation Zone)
- South - Rutherford Road; Vaughan Mills Shopping Centre and associated vacant and developing outparcel sites (SCD Shopping Centre District Zone and C1 Restricted Commercial Zone, respectively)
- East - Jane Street; approved applications for high density residential uses (A Agricultural Zone)
- West - Julliard Drive; Canadian Tire (C5 Community Commercial Zone), residential (RVM1 Residential Zone)

Official Plan

The subject lands are designated "High Density Residential/Commercial (Special Policy)" by OPA #600 and are part of the Vaughan Centre Secondary Plan Area. The Official Plan permits a range of commercial/retail, office and restaurant uses on the subject property, and includes the following policies that are applicable to this site:

- the site shall be developed with a prestigious "landmark" development;
- the urban design objectives of the Official Plan shall be maintained; and,
- the site may incorporate a prestigious civic use; the City shall evaluate its need for a site within a time frame established in the implementing subdivision agreement.

The subject lands were once considered a potential location for a new Civic Centre, which has now been confirmed to be built at the current Civic Centre site.

The proposal is consistent with the uses permitted by the Official Plan, and incorporates a 3-storey office building at the corner of Jane Street and Rutherford Road as a "landmark" structure, together with the implementation of good urban design that will facilitate the evolving commercial land uses with the Vaughan Centre Secondary Plan Area, west of Jane Street. Staff is satisfied that the proposal will be developed in a manner that is compatible with the existing and planned land uses in the surrounding area.

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Zoning

The subject lands are zoned C8 (H) Office Commercial Zone with the “H” Holding Symbol by By-law 1-88, subject to Exception a(1031), which currently permits only an office building and a parking garage accessory to an office building. On December 6, 2004, Council approved in principle Zoning By-law Amendment File Z.04.037 (Lorwood Holdings Inc.), which permitted the following additional uses, on the subject lands:

- Bank and Financial Institution;
- Club or Health Centre;
- Eating Establishment, including an Outdoor Patio;
- Eating Establishment, Convenience with Drive-Through, including an Outdoor Patio;
- Education or Training Facility;
- Hotel, Motel or Convention Centre;
- Print Shop with accessory retail sales;
- Personal Service Shop;
- Retail Store;
- Convenience Retail Store;
- Service or Repair Shop; and,
- Video Store

Council also approved the following exceptions to be included in the implementing zoning by-law:

- a minimum parking requirement of 5 spaces/100m² GFA for the retail/commercial uses;
- limit the gross floor area devoted to eating establishment uses to a maximum of 20% of the total gross floor area of all buildings on the subject lands;
- permit commercial uses on the ground floor of a three-storey office building, limited to 15% of the total gross floor area of the building;
- require a minimum rear yard of 9.2m;
- require a minimum landscape strip width of 1.6m along the north property line; and,
- designate Rutherford Road as the front lot line.

Council further resolved that the implementing by-law was not to be enacted until Council had approved a site plan application, and that the by-law include any other necessary exceptions, to implement the final approved site plan. Also, the Holding (H) provision was to be lifted on the subject lands upon Council's approval of a site plan application.

Through the review of the site plan, an additional zoning exception has been identified for Building “A,” respecting the minimum exterior sideyard abutting Julliard Drive. The minimum required exterior sideyard is 9.0m, whereas 6.7m has been provided abutting Building ‘A’ as shown on Attachment #2. The minimum required landscape strip width abutting a street is 6m, and therefore the proposed 6.7m setback that is comprised of landscaping can be supported.

Urban Design Guidelines

The property is subject to Urban Design Guidelines and an Open Space Master Plan, prepared by Terraplan Landscape Architects and Viljoen Architect Inc. The Guidelines establish principles for sites with multiple buildings. Specifically, the document proposes that smaller buildings be located along Rutherford Road with larger anchor buildings located along the northern boundary, with parking situated internally to the site.

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The site plan is consistent with the Guidelines with respect to the location of the commercial/retail buildings. The office building (Building 'D') as shown on Attachment #2, is also located close to the corner of Jane Street and Rutherford Road as proposed by the applicant, to create massing and a landmark building at this prominent intersection location, in compliance with the C8 Zone standards. Elevations for the office building are forthcoming and will be considered by the Committee of the Whole at a future meeting.

The Guideline also provides direction respecting the edge treatment along the perimeter of the site. The applicant has agreed to work with Staff to ensure that additional landscaping is provided to meet this requirement.

Site Plan

The site plan consists of four separate single and multi-unit buildings, all one-storey in height and intended for commercial purposes as shown on Attachment #2. Building 'D' as shown on Attachment #2 is identified as a three-storey office building. The site is designed with the buildings located along the perimeter of the lot, with parking in the centre. The McDonald's restaurant located at the northeast corner of Julliard Drive and Rutherford Road, provides for a patio area adjacent to Rutherford Road. The location of Buildings 'C', 'D', 'E' and the McDonald's restaurant along the perimeter of the site facilitates strong pedestrian connections from the street into the site.

The site plan shows one drive-through on the west side of the McDonald's building and abutting Rutherford Road. The main stacking area will be at the rear (north) of the building with the pick-up windows at the side abutting Julliard Drive. Landscaping will be provided within the 6.0m wide landscaping strip to screen the drive-through. None of the remaining buildings include a drive-through.

Three driveway access points are proposed to the site including a right-in/right-out on each of Rutherford Road and Jane Street, and a full-movement driveway on Julliard Drive. Currently, the site plan depicts full-movement driveways from Rutherford Road and Jane Street, however, the Region of York has advised that only a right-in/right-out access will be approved. The Owner must revise the final site plan to comply with the Region's requirement. The loading areas for the larger multi-unit building are located on the north side of the building and are screened from Jane Street. All garbage areas will be incorporated within each building.

Staff is satisfied with the site layout for Buildings 'A' and 'B', subject to the comments in this report being addressed. The Owner will be required to submit a subsequent site plan application for Buildings 'C', 'D' and 'E' for approval by Council at a future date.

Elevations

To date, the Owner has submitted only the proposed elevations for Building 'A' and the McDonald's. The elevations for Buildings 'C', 'D' and 'E' must be submitted and approved at a future meeting of the Committee of the Whole.

The primary building materials for Building 'A' shown on Attachment #4 are a combination of brick stucco glazing. The south elevation for Building 'A' includes a continuous storefront comprised of glass and brick at the pedestrian level. Stucco is used as an accent material on the upper half of the building applied in various earth tone shades to create a visual interest to the building. Enhanced entrances are proposed to identify the individual units and raised ornamental towers

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are provided at each end of the building to anchor the structure. A stucco cornice moulding is provided along the upper edge of the building. Tenant signage is located above the unit entrances. The north elevation is comprised of brick and stucco and includes the service doors to each individual unit, and loading doors for the three easterly units. The east and west facades include brick and stucco and the raised ornamental tower feature.

The proposed elevations for the McDonald's building are shown on Attachments #5 and #6. The McDonald's building consists of white stucco with a beige block base and stucco trim and a red metal roof with corporate red 'M' logo in the roof peak and the tower. The tower is located at the northeast corner of Rutherford Road and Julliard Drive providing additional massing at this location. The tower has a peaked metal roof, to match the building's peaked roofline. The south elevation abutting Rutherford Road consists mainly of glazing, an entrance to the building and an outdoor patio area. The main entrance to the building is located on the east elevation facing the parking area and includes five large windows, two man-doors and the garbage enclosure doors. The west elevation includes the pick-up windows.

All roof-top mechanical equipment will be screened from street view for both buildings. The final building elevations must be approved to the satisfaction of the Development Planning Department. The Owner must also provide the details for the internal vehicular directional signage for final review. The final sign package for this site must be approved by the City, otherwise, all signage must comply with the City's Sign By-law.

Parking

Parking for the proposed development was approved in principle by Council at a rate of 5 spaces/100m² GFA for the retail/commercial uses. The applicant had submitted a parking study prepared by iTrans Consulting Inc. that supported the proposed parking supply, which has been reviewed and approved by the Engineering Department. The minimum parking space requirement for the proposed retail/commercial uses on the site is calculated as follows:

Retail/Commercial (including maximum 20% restaurant use)		
7,061.41m ² @ 5 parking spaces/100m ² GFA	=	354 spaces
3-Storey Office Building: 2,647.65m ² @ 3.5 parking spaces/100m ² GFA	=	<u>93 spaces</u>
Total Spaces Required	=	447
Total Spaces Provided	=	468

The proposed plan exceeds the minimum parking supply by 21 spaces.

Landscape Plan

The proposed landscape plan is shown on Attachment #3. The landscape treatment along Rutherford Road includes trees and shrubs, with dense vegetation between the McDonald's building and Julliard Drive to screen the view of the drive-through from the street. Additional planting and a low fence will be added, to the satisfaction of the Development Planning Department, to screen the exit for the drive-through along Rutherford Road.

The landscaping for the remainder of the site consists of a mix of coniferous and deciduous trees and ground level planting throughout the site. The Applicant has agreed to add additional trees located along the main driveway aisle providing access through the site from Rutherford Road. Prior to final site plan approval, a revised landscape plan and cost estimate must be approved by Staff. The site and landscape plans must be revised to indicate snow storage areas equivalent to a minimum of 2% of the site area, or alternatively, it must be removed from the site.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

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Parkland Dedication

The Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the land, prior to the issuance of a building permit, in accordance with the Planning Act.

Servicing

The site has access to municipal services, including hydro, water, and sanitary and storm sewers. The Owner has submitted detailed engineering drawings, including site servicing and grading plans and a storm water management report, which must be approved by the Engineering Department. All hydro requirements must be addressed to the satisfaction of PowerStream Inc. Waste disposal services and snow removal will be carried out by private contractors.

Toronto and Region Conservation Authority (TRCA)

The site abuts the Don River Valley at the northeast corner of the property. The TRCA requires the applicant to submit a topographic survey depicting the Regional Storm Flood Plain for their review, and to confirm if the site is impacted or not. Should the site be subject to flooding, the site plan layout may need to be amended, to the satisfaction of the TRCA and the City.

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 Development application proposing four one-storey retail/commercial buildings and a three storey office building. Staff is of the opinion that the proposed development conforms to the Official Plan and is in accordance with Council's zoning approval on December 6, 2004, subject to the conditions in this report. The proposed site plan and elevations for Building 'A' and the proposed McDonald's building is considered to be an appropriate development of the site and compatible with the surrounding land uses. The site plan and elevations for Building's 'C', 'D' and 'E' will be considered in a future report to the Committee of the Whole, as the applicant is not ready to proceed with these buildings at this time, and has not submitted the required elevation plans. Accordingly, Staff recommends approval of this application, subject to conditions.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building A
5. Elevations – Restaurant (McDonald's)
6. Elevations – Restaurant (McDonald's)

Report prepared by:

Margaret Holyday, Planner, ext. 8216
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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 46, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

46

**SITE DEVELOPMENT FILE DA.05.018
NHD DEVELOPMENTS LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 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.05.018 (NHD Developments Ltd.) BE APPROVED.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to permit the development of two industrial buildings on a 4.05ha parcel of land. The Owner of the site has separated the lands into two parcels, each of which contains one building, for the purposes of a future severance of the lands.

The westerly building will be located on a 2.18ha parcel at 51 Stone Ridge Road and will consist of a 10,928m² industrial building with mezzanine, office, and showroom space. The building will be used for a mattress warehouse. The second easterly building will be located on a 1.87ha parcel at 20 Vaughan Valley Boulevard and will consist of a 9,673.44 m² industrial building with office and mezzanine space. A tenant/user has not been confirmed for this building. The building has been designed so that it can be divided to facilitate two users at a later date.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the southwest corner of Stone Ridge Road and Vaughan Valley Boulevard, on the north side of Regional Road 7, being Blocks 5 and 6 on Plan 65M-3732 (51 Stone Ridge Road and 20 Vaughan Valley Boulevard), in Part of Lot 6, Concession 9, 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.

51 Stone Ridge Road

The rectangular-shaped building will be constructed to a height of 9.65m. The primary façade

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and entrance is on the north elevation that faces Stone Ridge Road (Attachment #3a) and consists of white ribbed and smooth pre-cast paneling with approximately a third of the elevation consisting of blue spandrel glazing and reflective glazing with a blue tint where the office and showroom will be located. The south elevation faces Regional Road 7 and is very similar in appearance to the north façade and consists of white pre-cast and blue spandrel glazing in the middle of the façade and at the corners. The west elevation faces vacant land and is comprised of light grey pre-cast wall paneling interspersed with white vertical smooth bands blue spandrel glazing and reflective glazing with a blue tint where the office and showroom will be located. The east elevation, faces the building proposed at 20 Vaughan Valley Boulevard and consists of light grey pre-cast wall paneling with a column of blue spandrel glazing at the southeast corner. The loading area is located on the east elevation and includes 20 overhead doors and one drive-in overhead door. The loading area is screened from Stone Ridge Road by a 3.6m masonry wall approximately 21m in length that will be finished with stucco. All rooftop units will be screened.

20 Vaughan Valley Boulevard

The square-shaped building will be constructed to a height of 9.65m. The primary façade and entrance is on the east elevation that faces Vaughan Valley Boulevard (Attachment #3b) and consists of white ribbed and smooth pre-cast paneling with a third of the elevation consisting of blue spandrel glazing and reflective glazing with a blue tint where the office with the above mezzanine will be located. The north elevation that faces Stone Ridge Road consists of predominantly white pre-cast paneling with blue spandrel glazing at each corner. The south elevation faces the existing gas station, and consists of white pre-cast and incorporates a mix of blue spandrel glazing and reflective glazing with a blue tint at the corners. The west elevation faces the industrial building proposed at 51 Stone Ridge Boulevard and is comprised of light grey pre-cast wall paneling. The loading area is located on the west elevation and comprises 10 overhead doors and 2 drive-in overhead doors. The loading area is screened from Stone Ridge Road by a 3.6m high masonry wall approximately 25m in length that will be finished with stucco. All rooftop units will be screened.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff is satisfied with the proposed elevations of the two industrial buildings.

Attachments

1. Location Map
2. Site Plan
- 3a. Elevation Plan – 51 Stone Ridge Road
- 3b. Elevation Plan – 20 Vaughan Valley Boulevard

Report prepared by:

Clement Messere, Planner, ext. 8791
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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47

**SITE DEVELOPMENT FILE DA.05.009
2056332 ONTARIO LTD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.009 (2056332 Ontario Ltd.) BE APPROVED, for two industrial buildings, as shown on Attachment #2, subject to the following conditions:

- a) That prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, and landscape plans and cost estimate 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) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) all requirements of the Region of York Transportation and Works Department shall be satisfied; and
 - v) all requirements of Canadian National Railway shall be satisfied.
- b) That the site plan agreement contain the following clause:
 - i) If required, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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 facilitate the development of the subject lands with two industrial buildings having a total gross floor area of 6,269.75m² and 134 parking spaces, as shown on Attachment #2.

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Background - Analysis and Options

The 1.45ha vacant site as shown on Attachment #1 is located south of Teston Road, on the east side of Keele Street, backing onto the Canadian National Railway tracks (10557 Keele Street), in Part of Lot 24, Concession 3, City of Vaughan. The surrounding land uses are:

- North - existing Industrial (M1 Restricted Industrial Zone and M2 General Industrial Zone)
- South - existing Industrial (M1 Restricted Industrial Zone and M2 General Industrial Zone)
- West - Keele Street; vacant/approved semi-detached residential (RS1 Residential Semi-Detached Zone), vacant (C4 Neighbourhood Commercial Zone with the addition of the Holding Symbol "H" Zone), and York Region Water Reservoir (A Agricultural Zone)
- East - CNR (M3 Transportation Industrial Zone)

Official Plan

The subject lands are designated "Prestige Industrial" adjacent to Keele Street (west half of site) and "Industrial" in the easterly half of the site by OPA #332, which permits the proposed industrial and ancillary office uses on the property. The proposed development conforms to the Official Plan.

Zoning

The subject lands are split-zoned M1 Prestige Industrial Zone in the westerly half of site and M2 General Industrial Zone in the easterly half of the site by By-law 1-88. The proposal complies with the requirements of By-law 1-88.

Site Design

The proposed site plan is shown on Attachment #2. The rectangular-shaped property is to be developed with two industrial buildings. Building 'A' is sited along Keele Street and is two storeys in height, with a floor area of 2,381.64m². Building 'B' is sited east of Building 'A' and is one storey in height, and has a floor area of 3,888.11m².

Two (2) driveways are proposed on Keele Street with parking areas provided at the north and south sides of the property. Parallel parking spaces are also provided between the two buildings and along the rear of the property. Building 'A' will be serviced by loading spaces at the rear of the building while Building, 'B' will be serviced by a loading area on the north side of the building. Both loading areas will not be visible from Keele Street.

A pedestrian concrete walkway is provided along the front of Building 'A' and provides convenient access to the parking area in the vicinity of this building. A pedestrian access is also provided along the south site of Building 'B'. All garbage areas will be internalized.

Parking

The required parking for the site is based on a parking ratio of 2 spaces per 100m² of gross floor area. The proposed total gross floor area is 6,269.75m². The result is as follows:

Required Parking	126 spaces
Provided Parking	134 spaces

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The proposed development meets the minimum required parking for the site with a surplus of 8 parking spaces. As a condition of site plan approval, parking, access and on-site vehicular circulation must be approved to the satisfaction of the Engineering Department.

York Region

The York Region Transportation and Works Department has requested that the applicant approach the property owners to the north and south to consider the creation of shared driveways from Keele Street for the three properties. A mutual easement and variance in favour of each property with respect to the shared driveways would be required. To date, the applicant has approached the two adjacent landowners regarding the shared access driveways and awaits their response. As a condition of site plan approval, the site plan agreement will contain a provision requiring the Owner to satisfy all requirements of the York Region Transportation and Works Department, should shared driveways be required to be implemented in the future.

Services and Utilities

The proposed development is to be fully serviced on the municipal system, including hydro, water, and sanitary and storm sewers. The Owner has submitted a grading and servicing plan and stormwater management report, which will be reviewed and approved to the satisfaction of the Engineering Department.

All hydro requirements must be addressed to the satisfaction of PowerStream Inc.

Landscaping

The proposed landscape plan (Attachment #3) shows a mix of coniferous and deciduous trees and shrubs along the front yard and side yard (north property line) landscape buffer strip. The existing retaining wall at the rear of the property abutting the Canadian National Railway will be removed and replaced with a 1.83m high chain-link fence on a 2.0m high sodded and landscaped berm, in accordance with CN Rail requirements.

The final landscape plan, including detailed drawings and a landscape cost estimate, must be approved to the satisfaction of the Development Planning Department.

Building Elevations

The proposed building elevations are shown on Attachments #4 and #5.

Building 'A' is two-storeys with a height of approximately 8m. The front façade is to be constructed with brick and includes the main entrances to the four (4) units facing Keele Street. The front elevation for Building 'A' is consistent with adjacent developments in terms of scale, material and character. Insulated glazed windows are evenly spaced along the front elevation, which wraps around to the westerly portion of the side elevations. The side and rear facades are finished with precast architectural panels with a sandblast finish in a "sandstone" colour. All rooftop mechanical equipment will be screened from street view.

Building 'B' is one storey with a height of approximately 7.4m. The building is rectangular-shaped and the façade is a continuation of the precast architectural panels used on Building 'A' consisting of a sandblast architectural "sandstone" finish. The south elevation is lined with two rows of evenly spaced insulated glass in aluminum frames to facilitate an appearance of a two-storey building.

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Staff is satisfied with the elevations for both buildings. As a condition of site plan approval, the final building elevations must be approved to the satisfaction of the Development Planning Department.

Parkland Dedication

The Owner will be required to pay-in-lieu of the dedication of parkland in accordance with the requirements of the Planning Act. A condition to this effect will be included in the implementing site plan agreement.

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 policies of the Official Plan and the requirements of the Zoning By-law, and is satisfied that the two proposed industrial buildings are an appropriate development of the subject lands. On this basis, Staff recommends approval of the Site Development Application.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building 'A' Elevations
5. Building 'B' Elevations

Report prepared by:

Stephen Lue, Planner I, Extension 8210
Mauro Peverini, Senior Planner, Extension 8407
Grant A. Uyeyama, Manager of Development Planning, Extension 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 48, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

48

**ZONING BY-LAW AMENDMENT FILE Z.05.020
REVISED DRAFT PLAN OF SUBDIVISION FILE 19T-03V12
ROYAL GARDEN HOMES LTD.
REPORT #P.2005.31**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.020 (Royal Garden Homes Ltd.) BE APPROVED, to amend By-law 1-88 to adjust the zone boundaries (RD4, RD3, and RD2 Zones) in the manner shown on Attachment #5, to reflect minor adjustments to the lotting pattern within the approved Draft Plan of Subdivision 19T-03V12.
2. THAT the revisions to the approved Draft Plan of Subdivision File 19T-03V12 (Royal Garden Homes Ltd.), as shown on Attachment #3, BE APPROVED, to reflect a minor adjustments to the lotting pattern.

Economic Impact

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

Purpose

The Owner has submitted applications to amend the Zoning By-law and to revise the approved Draft Plan of Subdivision (File 19T-03V12), to adjust the zone boundaries to reflect minor adjustments to the lot lines as shown on Attachment #3. The adjustments would result in the reduction of two (2) residential lots from 113 to 111.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Major Mackenzie Drive, east of Dufferin Street, being Part of Lot 21, Concession 2 (Planning Block 12), in the City of Vaughan. The surrounding lands uses are as follows:

- North - vacant (Approved Residential Plan of Subdivision 19T-00V02)
- South - Major Mackenzie Drive; existing residential (A Agricultural Zone and RR Rural Residential Zone)
- East - vacant (Proposed Residential Plan of Subdivision 19T-03V14)
- West - vacant (Approved Residential Plan of Subdivision 19T-03V22)

The proposed amendments to the approved draft plan of subdivision are the result of the applicant's decision to increase the frontage of the smaller lots from 11m to 11.6m, to provide a larger garage size to comply with the By-law standards, and to increase some of the frontages for lots adjacent to the valley. The intent of the changes is to improve the marketability of the lots following discussions with purchasers and builders. The following chart summarizes the proposed changes:

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APPROVED DRAFT PLAN OF SUBDIVISION (Attachment #2)		PROPOSED AMENDMENTS TO APPROVED DRAFT PLAN OF SUBDIVISION (Attachment #3)	
Minimum Frontages	Lots	Minimum Frontages	Lots
11.00m (Single Detached)	23 Lots	11.00m (Single Detached)	15 Lots
12.80m (Single Detached)	90 Lots	12.80m (Single Detached)	84 Lots
-----	-----	15.00m (Single Detached)	12 Lots
Total Lots	113 Lots	Total Lots	111 Lots

The proposed changes to the approved draft plan of subdivision are relatively minor and result in a reduction of two residential lots from 113 to 111, which would involve modifications to the zone boundaries. The road pattern for the subdivision plan remains unchanged.

On April 22, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole on May 16, 2004, to receive the Public Hearing report Committee meeting, was ratified by Council on May 24, 2005.

Official Plan

The residential lands are part of the Carrville – Urban Village 2 Community and 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 retain 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 conform to the Official Plan.

Zoning

The residential lands are zoned RD3 Residential Detached Zone Three, RD3 (H) Residential Detached Zone Three with Holding Symbol (H), RD4 Residential Detached Zone Four, and RD4 (H) Residential Detached Zone Four with Holding Symbol (H) by By-law 1-88. The Holding Symbol (H) will not be removed until such time as sewage capacity has been identified and has been allocated, accordingly.

An amendment to the By-law is required to adjust the zone boundaries (RD4, RD3, and RD2 Zones) to reflect the minor adjustments to the lotting within the approved Draft Plan of Subdivision 19T-03V12. As a result, the following zone changes would be required based on the revised subdivision plan shown on Attachment #3:

Lot (Attachment #3)	Current Zone (Attachment #4)	Proposed Zone (Attachment #5)
1 to 7	RD3 (H) and RD3	RD2
22, 23, 24, 26, 27, 28	RD4	RD3
44 and Part of Lot 53	RD3	RD4
101 to 104	RD3 (H) and RD4 (H)	RD2 (H)

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Revised 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 (47) 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. The original conditions of approval dated May 25, 2004 will remain in effect.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for 47 lots within Phase 1 of the plan. There is no change to the allocation of servicing capacity to this plan.

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 the Blocks designated as “Open Space Buffer” (Block 114), “Open Space” (Block 113) or “Storm Water Management Pond” (Block 112), as shown on Attachment #3.

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 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, and RD2 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-03V12
3. Revised Draft Plan of Subdivision 19T-03V12
4. Approved Zone Boundaries
5. Revised Zone Boundaries

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 49, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving that the street name Mahogany Forest Drive be replaced with Mahogany Trail; and

By receiving the memorandum from the Commissioner of Planning, dated June 24, 2005.

49

STREET NAME APPROVAL
BLOCK 18 COMMUNITY PLAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names for the Block 18 Plan BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street 'A'	Peter Rupert Avenue
Street 'B'	Grand Trunk Avenue
Street 'C'	Freedom Trail
Street 'D'	Lealinds Road
Street 'E'	Black Maple Crescent
Street 'F'	Kavala Street
Street 'G'	Barli Crescent
Street 'H'	Silk Oak Court
Street 'I'	Petticoat Road
Street 'J'	Craigvale Street
Street 'L'	Jack Pine Road
Street 'M'	Chayna Crescent
Street 'N'	Golden Orchard Road
Street 'O'	Ascalon drive
Street 'P'	Lauderdale Drive
Street 'Q'	Coral Acres Drive
Street 'R'	Mahogany Forest Drive
Street 'S'	Margarita Road
Street 'T'	Golden Forest Road
Street 'U'	Halo Court
Street 'V'	Spruce Pine crescent
Street 'W'	Overlander Way
Street 'X'	Warbler Avenue
Street 'Y'	Maple Valley Road
Street 'Z'	Paperbark Avenue
Street 'AA'	District Avenue
Street 'AB'	Maverick Crescent
Street 'AC'	Fiorini Court
Street 'AD'	Denali Court
Street 'AE'	Maurier Boulevard
Street 'AF'	Shanty Street
Street 'AG'	Carrier Crescent

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Street 'AH'	Arband Avenue
Street 'AI'	Pullman Road
Street 'AJ'	Coupler Drive
Street 'AK'	Sir Sanford Fleming Way
Street 'AL'	Silker Street
Street 'AM'	Oberfrick Avenue
Street 'AN'	Edison Place
Street 'AO'	Ivy Glen Drive
Street 'AP'	Riverhill Drive
Street 'AQ'	Jazz Drive
Street 'AR'	Savona Place
Street 'AS'	Muret Crescent
Street 'AT'	Sand Valley Street
Street 'AU'	Featherwood Drive
Street 'AV'	Cherry Bush Road
Street 'AW'	Brunel Street
Street 'AX'	Big Hill Crescent
Street 'AY'	Catalpa Crescent
Street 'AZ'	White Beach Crescent
Street 'BA'	Laramie Crescent
Street 'BB'	Barletta Drive

Economic Impact

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

Background

The Block 18 Community is bounded by Dufferin Street to the east, Major Mackenzie Drive to the north, the CNR tracks to the west and Rutherford Road to the south.

The Block Plan shown on Attachment #1 was approved by Council on September 22, 2003. Planning Staff has reviewed the proposed street names 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 18 Community Plan.

Attachments

1. Block 18 Community Plan

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
/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 50, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

50

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V06
DUFCON DEVELOPMENTS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

That Draft Plan of Condominium 19CDM-05V06 (Dufcon Developments 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. The development will add new assessment to the local tax base.

Purpose

The Owner has submitted a Draft Plan of Condominium consisting of two existing employment use buildings with a total gross floor area 7,038.55m² and a total of three units and 131 parking spaces (Attachment #3).

Background - Analysis and Options

The subject lands are located northwest of Regional Road 7 and Dufferin Street, being Lot 31 on Plan 65M-1801(335 and 345 Connie Crescent), in Part of Lot 10, Concession 3, City of Vaughan. The surrounding uses are as follows:

- North - employment (EM1 Prestige Employment Area Zone)
- East - Dufferin Street and Regional Road 7
- South - Regional Road 7
- West - employment (EM1 Prestige Employment Area Zone)

Official Plan/Zoning

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), which provides opportunities for industrial, business and civic uses. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, which permits employment uses. The draft plan of condominium complies with the provisions of By-law 1-88.

Site Development

The 1.44ha irregularly-shaped site has 56.2m frontage on Connie Crescent and a depth of 121m.

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The site has two accesses on Connie Crescent at the northwesterly limits of the property. The two irregular shaped buildings are located on the northeast and southeast corners of the lot. A total 131 parking spaces are provided, including 2 spaces for disabled persons. Two of five loading doors are located on the southeast elevation of Unit #3, and the remaining three are located on the west elevation of Unit # 2. The loading areas for both buildings are screened from Regional Road 7 by a 4.2m high white precast screen wall.

The draft plan of condominium is in accordance with the approved Site Plan File DA.03.054.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, particularly priority “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-05V06

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 51, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

51

**SITE DEVELOPMENT FILE DA.04.074
PARENTELA HOLDINGS LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 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.04.074 (Parentela Holdings Ltd) as shown on Attachments #3, #4 and #5, BE APPROVED, subject to the following conditions:

1. 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) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements of Power Stream Inc. shall be satisfied; and
 - v) the required variances to implement the final site plan shall be approved by the Committee of Adjustment, and shall be final and binding.

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.98.085 (Parentela Holdings Ltd) to facilitate the following revisions to an existing banquet hall facility (Le Jardin):

- two, two-storey additions on either side of the front portion of the existing building, resulting in a 2,247.5m² increase in GFA, from 4,662m² to 6,909.5m²;
- a new patio facing Regional Road 27,
- an additional entry on the north elevation flanked by two balconies;
- an additional loading space, from one to two; and
- an additional 176 parking spaces, from 421 to 597 spaces.

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The approved and amended site plans are shown on Attachments #2 and #3, respectively.

Background - Analysis and Options

The 4.06ha site as shown on Attachment #1 is located on the west side of Regional Road 27, south of Langstaff Road (8440 Regional Road 27), in Part of Lot 10, Concession 9, City of Vaughan. The lands are designated "Prestige Area" and "Employment Area General" by OPA #450 (Employment Area Plan), and zoned C6 Highway Commercial Zone by By-law 1-88, subject to Exception 9(409). The surrounding land uses are as follows;

North - agricultural, proposed Petro Canada - File # DA.04.059 (A Agricultural Zone)
East - Regional Road 27; residential (R4 Residential Zone)
South - agricultural (A Agricultural Zone)
West - agricultural, hydro corridor (A Agricultural Zone)

On January 1999, Council approved an amendment to the original site plan (Attachment #2, File DA.98.085) to permit a 3156.4m² expansion to the existing banquet hall from 1672m² to 4837.2m². The building was constructed to a total gross floor area of 4662m².

On September 9, 2004, the Committee of Adjustment approved Minor Variance application A267/04 to permit a minimum front yard of 8m, a southerly interior yard of 2m and a maximum gross floor area of 7,632m². A condition of the variance approval required the applicant to receive Site Plan approval and enter into a Site Plan Agreement to the satisfaction of the Development Planning Department. The applicant submitted the required site plan application on November 23, 2004.

The applicant commenced construction of the proposed addition to the existing banquet facility prior to site plan approval and without the issuance of a building permit. The applicant was served a stop work order on May 5, 2005 by the Building Standards Department.

Official Plan

The subject lands are designated "Prestige Area" (one lot depth or approximately 100m westwards from Regional Road 27) and "Employment Area General" (remainder of property) by OPA #450 (Employment Area Plan). The banquet hall use conforms to the Official Plan.

Zoning

The subject lands are zoned C6 Highway Commercial Zone by By-law 1-88, subject to Exception 9(409), which permits a banquet hall use.

However, the following variances have been identified to implement the proposed revisions to the site plan:

- A maximum building height of 11m is permitted, whereas 14.18m is proposed; and,
- An outdoor patio is not permitted in any yard located between the building containing the main eating establishment and any Residential Zone, whereas a patio is proposed between the building and the existing residential on the east side of Regional Road 27.

These exceptions are considered appropriate to achieve the recommended site plan. Although the maximum building height in the C6 Highway Commercial Zone is 11m, the subject lands are

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located within a future employment/business park, which will include lands to be zoned EM1 Prestige Employment Zone and EM2 General Employment Area Zone that will permit maximum building heights of 15m. The proposed 14.18m building height would be consistent with the maximum height permitted for industrial buildings, and can be supported. Also, the physical distance between the front patio, which will be screened by a 2.1m (7 foot) high black wrought-iron fence, and the residential dwellings on the east side of Regional Road 27 is approximately 56m, and should not impact the residents, and therefore, the location of the patio can be supported.

The Owner shall obtain approval from the Committee of Adjustment for the above-noted minor variances. The decision of the Committee of Adjustment shall be final and binding, prior to the execution of the amending site plan agreement.

Site Design

The approved site plan (Attachment #2) consists of a 4662m² banquet hall facility with accessory offices, internal storage rooms, and two of three outdoor patios at rear of the building (west elevation) and the remaining patio facing Regional Road 27. The site was approved with one full movement access on Regional Road 27, servicing 421 parking spaces and two drop-off/pick-up loops (one serving the rear entrance (west) and the other the north). The applicant proposes (Attachment #3) two, two-storey additions on the north and south sides of the front portion of the existing building, which represents a 2,247.5m² increase in GFA, from 4,662m² to 6,909.5m². The proposal includes a new patio facing Regional Road 27, an additional entry on the north elevation flanked by two balconies, and one additional loading space, and 176 additional parking spaces. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building Design

The building elevations are shown on Attachment #4. The two, two-storey additions to the front portion of the existing building will be constructed to a height of 8.75m. The three tower forms will increase the height to 14.18m. The building materials consist of olive/sage stone, and copper and white columns and trim. The primary façade is located on the north elevation. It is designed with first and second storey windows, a double door entry, flanked by two balconies and four columns supporting a copper mansard-style roof above. The secondary façade is located on the east elevation, facing Regional Road 27. It is designed with a series of windows trimmed in white cornice, four columns, with a copper mansard roof above, and flanked by two tower-forms. The final building elevations shall be to the satisfaction of the Development Planning Department.

Landscaping

The landscape plan is provided on Attachment #5. The periphery of the site is landscaped with a variety of coniferous and deciduous trees and shrubs, along with the access median and rear parking islands. A walkway surrounds the building providing pedestrian access to all entry points and to the outdoor patio on the east elevation. Additional planting is proposed within the landscape strip abutting Regional Road 27 and adjacent to the patio on the east side of the building. Two balconies will flank the proposed entry on the north side of the building, with an impressed concrete walkway that will connect to the sidewalk on the northside and proposed patio on the east side. The final landscape plan shall be approved to the satisfaction of the Development Planning Department.

Services/Utilities

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

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The Owner shall satisfy all hydro requirements to the satisfaction of Power Stream Inc.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the amendments to the approved site plan to facilitate a westerly building addition to the Le Jardin banquet hall, 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 amendments to the approved site plan are appropriate and compatible with the surrounding development. Accordingly, Staff can support the proposed amendments to the existing site development agreement, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Approved Site Plan (January 11, 1999)
3. Proposed Revisions to 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.)

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Item 52, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By receiving the written submission from Mr. Paul De Buono, President, Vaughan Watch Inc., 9983 Keele Street, #105, Vaughan, L6A 3Y5, dated June 27, 2005.

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**VAUGHAN CIVIC CENTRE PROJECT
PHASE 1 (CITY HALL) STATUS REPORT
COMPLETION OF DESIGN DEVELOPMENT**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Manager and the Commissioner of Community Services, dated June 20, 2005, be approved;**
- 2) That a “Fairness Monitor” be appointed, from the legal community, to oversee the process of pre-qualifying general contractors and the eventual award of the tender for the construction of the new City Hall;**
- 3) That detailed Terms of Reference be prepared by the City Solicitor in consultation with the Fairness Monitor;**
- 4) That staff provide status updates on accounts for the Civic Centre project, to Members of Council; and**
- 5) That the deputation of Mr. Paul De Buono, Vaughan Watch Inc., 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, and written submission dated June 20, 2005, be received.**

Recommendation

The City Manager and Commissioner of Community Services, in consultation with the Senior Management Team, recommend:

- 1. That the Vaughan Civic Centre Project (Phase 1) proceed to the Construction Document phase of the design process;**
- 2. That the project budget be increased to take into account the following:**
 - a) The estimated cost of the relocation of the existing storm sewer, in the amount of \$400,000 as part of the site preparation works;**
 - b) The estimated cost of groundwater management measures, in the amount of \$375,000 as part of the site preparation works;**
 - c) Increasing the load bearing capacity of the floor slabs, in the amount of \$125,000 as part of the construction budget;**
 - d) Upgrading from LEED Silver to LEED Gold in the amount of \$750,000 to support energy efficiency and environmental sustainability.**
- 3. That the cost of the Temporary Accommodations be excluded from the soft cost component of the Civic Centre budget, in the amount of \$2.7 million, and such costs be administered through a separate sub-project account and that the project budget be increased accordingly, in the amount of \$2.7 million;**
- 4. That the City's Administration Fee be added to the budget and the proceeds from the City's Administration Fee be assigned to the City Hall Reserve Fund and that all other City fees be waived;**

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5. That Staff be authorized to initiate the prequalification process for the purpose of establishing the General Contractors that will be eligible to receive the tender for the construction of the new City Hall, (Vaughan Civic Centre Project: Phase 1); and that the Evaluation Committee as outlined in this report be approved.

Economic Impact

Funding for the Civic Centre project is identified in the 2005 Capital Budget. One component of the funding is the net proceeds from the sale of surplus lands. The sale of these lands has commenced, although the final proceeds are not known at this time, the prices to-date have been higher than those used in the original budget estimate. The initiatives identified above will add a total of \$4,350,000 to the project cost. The net proceeds of the surplus land sales can be used for this purpose. Future operating savings resulting from the energy conservation measures proposed in the upgrade from LEED Silver to LEED Gold, will amount to \$540,000 over ten years.

Purpose

To advise of the completion of the Design Development portion of the first phase of the Vaughan Civic Centre project and to obtain approval to make adjustments to the project budget, initiate the prequalification process for general contractors and selected sub-trades and proceed with the preparation of bid packages through the Construction Document phase.

Background – Analysis and Options

- a) Background
 - i. Project Phasing

On November 8, 2004, Council directed that the Vaughan Civic Centre Project (Phase 1) proceed to Design Development on the basis of the results of the Schematic Design Phase.

There are a number of phases in the design and construction process. They are specified in the contract with the Architect and are shown below:

PHASE

- Schematic Design;
- Design Development;
- Construction Documents;
- Bidding and Negotiation;
- Construction Phase – Contract Administration;
- Post Construction

Schematic Design is the initial phase of the design process. It allows the architect and consulting team to advance the plan that was successful in the design competition. During this phase the building form and massing were refined along with the blocking and stacking of the individual uses, with input from staff and the community. Floor space allocations were brought to a higher level of certainty and the preliminary approach to the building systems and LEED certification was developed.

Design Development is the second phase in the process and it is now completed. During this phase the basic elements of the building were confirmed; finishes and interiors investigated; room

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data sheets prepared; and the nature and implications of the LEED certification measures and the building systems (e.g. heating, ventilation and air conditioning, information technology, water/sewers) were evaluated and are now understood. The completion of Design Development has resulted in a concept that is sufficiently detailed to serve as the framework for the preparation of the construction drawings.

This report is seeking direction to proceed to the next step in the process – the Construction Document Phase. The products of this phase include the construction drawings and contract documents that will form the basis for the bid package that will allow the project to go to tender to retain a general contractor. Through the Design Development process a number of issues have arisen that will necessitate adjustments to the project budget. Council authorization to proceed on these matters is being requested. In addition, direction is being sought to initiate the prequalification process to develop a list of qualified general contractors, which will be eligible to receive the construction tender.

This report was prepared in consultation with the Vaughan Civic Centre Review Working Group, which is composed of the Mayor and the three Regional Councillors.

b) Project Overview at the End of Design Development

i. The Site Master Plan

The site Master Plan reflects the long-term vision for the Civic Centre site that was part of the winning submission by KPMB Architects. It has been updated after public consultation, to show the Resource Library located adjacent to the Civic Park, with the office component being located along the Major Mackenzie Drive frontage.

The concept includes: The new City Hall (Phase 1) with a floor area of 25,758 sq. m (277,260 sq. ft.); the Resource Library of 3,344 sq. m (36,000 sq. ft); an office building with a maximum floor area of 6,503 sq. m (70,000 sq. ft) and a new Senior's residence with approximately 80 to 100 units.

The City is currently in discussions with the Region of York about the potential for a new residential building on the site, replacing the existing Maple Manor. The Region, through its Community Services and Housing Department, is in the process of developing terms of reference for a pre-development study to examine the potential costs and design options for this use. The Master Plan shows the new residence in the area to the south of the City Hall building. This is consistent with the concept proposed in the winning design scheme. It is expected that this study will get underway in the latter part of this year.

The staging of development, post Phase 1, will need to be assessed depending on which building proceeds first. Originally, it was thought that the office and library were the most likely candidates for the next phase of development. The earliest possible opportunity to begin construction on the residential building would be in January 2008, which would be at roughly the same time as the completion of the new City Hall.

If the residence proceeds first, it will have implications for the interim parking solutions and may affect how and when the library and office building may proceed to construction. This will have to be evaluated once the Regional study is completed and when a determination has been made as to the final location of the residence and the timing of its construction. There will also have to be coordination between the City Hall project and the construction of the residential building to ensure that the two projects run smoothly.

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Work will continue on the Master Plan in a number of areas. These include the finalization of the access locations and designs in consultation with the Region of York, the future programming of the Civic Park and the evolution of the landscape concept.

ii. Building Form and Design

The building massing, footprint and total floor area is consistent with the concept developed to the end of the Schematic Design Phase. Consultation with the City Departments on departmental layouts is on-going and is approaching finalization.

c) Budget Update

On November 8, 2004, Council approved a Phase 1 project budget of \$89,228,343. This total included construction costs of \$71,382,675 + soft costs at 25% of construction costs, amounting to \$17,845,668.

Council also approved a funding plan, which allocated a total of \$89.3 million to the project. The funding sources included:

• City Hall and Financing Reserves:	\$17.9 million
• Net proceeds of surplus land sales:	\$21.6 million
• Annual debt servicing \$1 million supporting approximately \$11 million in debt at 6% over 20 years:	\$11.0 million
• Proceeds from Hydro Vaughan Distribution Inc. Dividend:	\$25.0 million
• Funds from Hydro Vaughan Holdings Inc.:	\$ 9.8 million
• Annual debt servicing not required until 2007 (\$1M X 4 years):	<u>\$ 4.0 million</u>
	\$89.3 million

The completion of the Design Development phase provides the opportunity for a further refinement of the project costs. As such, the plans have been submitted to the cost consultant for review. This assessment will allow for the costs to be brought in-line with the budget or identify areas where further investment will be necessary. A number of areas have been identified to this point, which will affect the projected budget. They are discussed below.

i. Building Upgrades

Moving from LEED Silver Certification to LEED Gold

In the RFP for the Civic Centre Design Competition, the City required that the building be designed to achieve a minimum LEED Silver certification. Work through Schematic Design and into Design Development indicated that the building was meeting a high Silver standard and was approaching Gold. A decision was made at Senior Management to evaluate the measures that would be necessary to move to Gold, including the impact on the immediate capital costs and the payback time such measures would have in terms of long-term savings in operating costs.

Four measures were identified, which would allow for the project to achieve LEED Gold. The following two changes were proposed under the category "Energy and Atmosphere", "Optimize Energy Performance":

- **Move to a High Efficiency Boiler from a Mid-Efficiency Boiler:**

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- **Introduce Triple Glazing at the South and West Elevations in Lieu of Double Glazing:**
- **Effect of the Introduction of the Proposed “Energy and Atmosphere” Measures:**

Total Capital Cost Increase: \$544,506

Aggregate Annual Operating Cost Savings: \$43,000¹

Aggregate Payback Period: 10 years

¹

Assumes Current Energy Prices for the first year. Assuming a 5% annual escalation in energy cost, the total savings rise to \$541,000 at the end of ten years.

The two additional measures fall under:

- **Sustainable Sites, Stormwater Management and Treatment:**

To limit the disruption of natural water flows by: eliminating stormwater runoff; increasing on-site infiltration; and eliminating contaminants through the construction of an on-site stormwater treatment system designed to remove 80% of the post development suspended solids and 40% of the total phosphorous from the runoff from less than 2-year storms. The estimated cost of this measure is \$150,000. The City will be embarking on a program to monitor the effectiveness of all its stormwater management facilities. The cost of monitoring will be part of future operating budgets and will reflect the individual pond. Future monitoring and operating costs for a Civic Centre facility are not anticipated to have a significant impact on future operating budgets.

- **Materials and Resources: Certified Wood:**

To encourage environmentally responsible forest management through the use of a minimum of 50% of wood based materials and products, certified in accordance with the principles and criteria of the Forest Stewardship Council for wood components, including framing, flooring, finishes and temporary construction uses, such as formwork, bracing and pedestrian barriers. The estimated cost of securing the required certified lumber products is \$50,000.

Achieving the Gold standard has a number of benefits. Improving the energy efficiency of the building will confirm the City's commitment to environmental sustainability by reducing both consumption and the emission of greenhouse gases. The upgrading of the boiler and the use of triple glazed windows on two elevations, while having an impact on the initial capital cost, will provide long-term savings in operating costs. The savings (and payback periods) were calculated on the basis of current energy prices with an annualized 5% increase in energy prices. With the cost of energy expected to rise over time, incorporating efficiencies into the building will help mitigate the effect of rising energy prices. The capital cost of incorporating these measures into the building was calculated to be \$544,506. The operating efficiencies achieved, in terms of energy costs, will have a 10-year payback period.

The introduction of additional stormwater controls and the use of certified wood products will help to minimize the impact of the site on the broader environment. Ensuring that stormwater runoff is controlled, managed and dispersed in a responsible manner is an important measure that assists in maintaining the health of our river systems and groundwater. Supporting initiatives that encourage the environmentally sound harvesting of forest resources will have positive effects in preserving the affected ecosystems and ensuring that the resource is available for the long-term. The estimated cost of these measures is \$200,000.

In summary, the cost of implementing these initiatives is \$744,506, composed of the following:

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- Upgrading the Boiler/Triple Glazed Windows on Two Elevations: \$544,506
- Improved On-site Stormwater Management: \$150,000
- Use of Certified Wood Products: \$ 50,000

It is recommended that the above noted measures be incorporated into the Civic Centre plan and that the project budget be adjusted accordingly.

Alternative Funding Sources

In accordance with Council direction of November 8, 2004, Economic Development staff is continuing to investigate the availability of funding from a number of sources, including senior levels of government and utilities. This will be on-going throughout the design process. Any grant money obtained can be used to offset the City's costs.

Increasing the Load Bearing Capacity of the Floor Slabs

In review of the initial structural plans, Staff was concerned that the load bearing capacity of the floor slabs was insufficient to ensure long-term flexibility in the use of the building. While acceptable for standard office uses, if the building was called upon to accommodate alternative uses in the future, the floor slabs may have insufficient load bearing capacity to accommodate heavier equipment or significant areas of storage. This may limit the future use of the building. For this reason the design team was asked to evaluate the cost of increasing the building's load bearing capacity.

The design team investigated an increase in load bearing strength from 50 lb/ft² to 80 lb/ft² throughout the building. The resulting cost was determined to be \$125,000. Since this will increase the structural strength of the building, enhancing its flexibility and durability, it is recommended that the construction budget be increased by \$125,000 to effect this change.

ii. Site Management Issues

In order for construction to take place a number of issues relating to the built and natural characteristics of the site need to be addressed. Further research has revealed two such issues, both of which will have cost implications for the project.

Relocation of an Existing Storm Sewer

A storm sewer, serving Major Mackenzie Drive and the neighbourhood to the north of Major Mackenzie currently traverses the site from north to south through the former York Region works yard, which now comprises part of the Civic Centre site. The storm sewer veers to the west and encroaches on the sites of both the new City Hall and the Resource Library. Therefore, it will have to be relocated. The presence of the sewer was established during the detailed review of the servicing options for the site. It was not discovered earlier because the original plans, as provided by the Region, did not show the pipe and there were no as-built plans available. The sewer relocation will have to take place in the early stages of construction.

The engineering has not been undertaken to finalize an appropriate route or do a detailed costing. This will be done concurrently with the preparation of the construction drawings. Therefore a further report will be provided when the construction drawings are completed. In the interim an allocation in the amount of \$400,000 should be reserved in the project budget for site works, pending the completion of the detailed review.

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Hydrogeology

The northeast portion of the site is characterized by a high water table. This was identified in the preliminary hydrogeology report, which was included in the RFP package issued for the Design Competition. Groundwater control is a normal part of site management during construction. However, in this case the circumstances are more challenging than normal and will result in extra cost. The City is currently in the process of retaining a consulting firm to conduct follow-up pump flow tests to establish the exact nature and extent of the condition. This information will be used to establish the control features, determine the cost implications and obtain the necessary permit from the Province.

This work will take place concurrently with the preparation of the construction drawings and will be the subject of the follow-up report. In the interim an allocation in the amount of \$375,000 should be reserved in the project budget for site works.

iii. Soft Costs

The original soft cost budget was estimated at 25% of the construction costs, as identified in the November 8, 2004 report. This is at the low end of the range of percentages typically used in the industry for estimating soft costs, which generally runs from 20% to 35%. This resulted in a soft cost estimate of \$17,845,688. This estimate is currently exceeded by approximately \$6,083,000 due to the need to account for three items.

The first is the cost of leasing and equipping the temporary office space required by the relocation of staff during construction, which totals \$2.7 million. The two additional items relate to costs that result from fees charged by the City. The first is the 3% administration fee, which is calculated on the basis of the total project cost (\$89.3 million). It is charged to projects to offset the cost of the work done by City staff in support and administration. In this instance, it amounts to approximately \$2,670,000. Similarly, there is a 1% fee, based on the construction costs (\$71.3 million) for the review and processing of the building permit application. This results in a fee of \$713,826.

The resulting total is:

Cost of temporary accommodation:	\$2,700,000
3% Administration Fee:	\$2,670,000
Building Permit Fee (1% of construction cost):	<u>\$ 713,000</u>

Total \$6,083,000

The cost of temporary accommodations and the administration fee are not normally soft costs. If they remain in soft costs the budget will be exceeded. However, the soft cost budget based on 25% of the original construction costs (\$17,845,688) will meet the needs of the project if the following adjustments are made:

- The cost of the temporary accommodations is not included in the soft costs portion of the budget and is assigned to a separate sub-project account, specific to the administration of the temporary accommodations;
- The 3% Administration Fee continues to be applied, but the proceeds of the fee be assigned to the City Hall Reserve Fund as a contribution to the capital funding of the project, thereby neutralizing the cost implications of the fee on the capital budget; and
- The building permit fee is waived, along with all other City fees.

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The new Civic Centre is one facility and it is being built to serve all taxpayers in the City of Vaughan, regardless of their location or the services they may require. City Council, the administration of the municipality and the delivery of all services will be provided and/or co-ordinated from the new Civic Centre. It is therefore recommended that the administration fee be assigned to the City Hall Reserve and the other City of Vaughan fees be waived.

The measures identified above will bring the soft cost budget in line with the original projections. It is recommended that the soft cost budget be amended accordingly.

iv. Aggregate Impact on Project Budget

Implementation of the recommended changes would have the following impact on the project budget:

Storm Sewer Relocation:	\$ 400,000
Groundwater Management:	\$ 375,000
Strengthening the Floor Slabs:	\$ 125,000
Upgrading from LEED Silver to Gold:	\$ 750,000
Temporary Accommodation:	<u>\$2,700,000</u>
TOTAL	\$4,350,000

The source of the additional funding has been identified as the net proceeds from surplus land sales. Recent sales suggest that land prices will be higher than the amounts originally used to develop the funding estimates. In addition, staff will review the land inventory to determine if any other lands are surplus to the City's needs. If there is insufficient funding from land sales, staff will report back to Council.

d) Prequalification of General Contractors

Prequalification of General Contractors is a standard practice in the instance of large or technically challenging projects. The process of prequalification involves the identification of a short-list of contractors that have the necessary skills and experience to undertake the project. The selected General Contractors would then be eligible to bid on the construction tender.

Because this is a project of significant scale it will be essential that the General Contractor have experience in managing large public and institutional projects. It will also be a LEED building. The contractor will need to have the knowledge and experience necessary to achieve the required level of LEED certification.

The prequalification process will be structured in the following manner. The Architect, the Professional Advisor and internal and external legal counsel will work with staff from the Buildings and Facilities Department and the Purchasing Services Department to develop the Prequalification Document. In this situation, the external legal counsel will have special expertise in construction and the related procurement and tendering processes. The Prequalification Document will identify the qualifications and standards the prospective contractors will be expected to meet and will also include the criteria upon which they will be evaluated, including the relative weightings of such criteria. The following factors will form the basis for the detailed criteria:

- A history of successfully constructing projects of a similar scale;
- Experience with large public or institutional projects;

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- The qualifications and experience of the construction management team, relating to projects of a similar type and scale;
- Experience with LEED buildings or similar technologies;
- Experience in constructing on an operating site;
- The ability to meet commercial/financial requirements and obtain bonding;
- Experience in building public parks;
- References.

Prior to the issuance of the Prequalification Document it will be reviewed and approved by the City's external legal counsel. Purchasing Services will place the Call for Prequalification in accordance with the City's Tendering Policy for construction projects. The ad will appear in a local newspaper, the Daily Commercial News and on the Electronic Tendering Network (ETN), providing both local and national exposure.

On receipt of the submissions they will undergo a review procedure to establish which General Contractors meet the requirements for prequalification. The Evaluation Committee will be composed of:

- The City's Professional Advisor;
- A senior representative from the Project Architect;
- The Commissioner of Community Services;
- The Commissioner of Engineering and Public Works;
- The Director of Buildings and Facilities;
- The Director of Parks Development; and
- The Director of Reserves and Investments (as required).

The committee will be supported by a number of resources. The Purchasing Services Department and external and internal legal counsel will assist in an advisory capacity. In addition, the committee is authorized to obtain advice from external experts, if such information is necessary for the proper evaluation of the submissions.

The plan is to issue the construction tender in the latter part of this year. In order to ensure a timely process, it will be necessary to begin prequalification as soon possible. Staff proposes to issue the Request for Prequalification in July/August, with the closing date set for August and with evaluation taking place in August/September. This will allow for a report to go back to Council in September/October containing the list of General Contractors that have met the criteria for prequalification.

e) Next Steps and Timelines

The following timeline presents a summary of the planned steps in the Civic Centre development process.

- **June – August, 2005:**
 - Initiate Construction Documents Phase;
 - Completion of Departmental Layouts;
 - Issue Request for Prequalification of General Contractors in July/August with an August closing date;
 - Relocate Staff to Temporary Offices;
 - Initiate hydrogeology study;
 - Commence demolition of existing buildings on the eastern part of the site.

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- **September – October – November, 2005:**
 - Continue Construction Document Phase;
 - Report to Council on results of the Prequalification process (September/October);
 - Begin required site works, including construction of interim parking and site remediation;
 - Complete required hydrogeology study and implement recommendations as appropriate;
 - Work with the Region of York on its study on the potential for development of a new residential building, replacing the existing Maple Manor;
 - Complete Construction Documents Phase and report to Council.
- **December, 2005:**
 - Issue Construction Documents to the prequalified General Contractors;
 - Close of tender.

Relationship to Vaughan Vision 2007

Section 4.2 of Vaughan Vision 2007 – “Develop a new Vaughan Civic Centre that encourages a people place”, states that: “The City undertake the necessary process to develop a new Vaughan Civic Centre; Investigate funding options and; Design and build a new Vaughan Civic Centre”.

Conclusion

The Design Development Phase of the Civic Centre project has been completed. Staff is recommending that the design team be authorized to proceed to the Construction Document phase of the project. This work includes the preparation of the building plans and bid package, in preparation for the issuance of the construction tender. Staff is also recommending that the City initiate the Prequalification process for General Contractors to establish the list of qualified contractors that will be eligible to bid on the construction contract for the new City Hall. This report sets out the recommended process for the preparation of the Prequalification documents and the evaluation of the submissions from the interested contractors.

The report also recommends that the project budget be increased to address two technical issues involving site preparation, including the relocation of an existing storm sewer and addressing the groundwater conditions at the northeast corner of the property. An increase in the project budget to move from a high Silver LEED rating to LEED Gold is also being recommended. The LEED related measures are beneficial from both an environmental and economic perspective, promising savings in operating costs in the long-term.

It is also recommended that the items covered under the soft cost budget for the project be clarified and the costing allocated accordingly. This would include: the City continuing to collect its 3% (of total cost) administration fee but with the proceeds of the fee being assigned to the City Hall Reserve Fund as a contribution to the capital funding of the project; and the waiving of the 1% (of construction value) building permit application fee and any other City fees (e.g. the current zoning amendment). The administration fee is not normally a soft cost. The recommended adjustment would maintain consistency and at the same time neutralize the effect of this fee on the capital budget. The new Civic Centre is one facility that is built to serve all taxpayers, regardless of their location or the services they may require. Council, the administration of the municipality and the delivery of all services will be provided and/or co-ordinated from the new Civic Centre. On this basis it is recommended that the administration fee be assigned to the City Hall Reserve and that all other City fees be waived.

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In addition, it is recommended that the cost of the temporary accommodation for staff, during the construction period, not be included in the soft cost budget and be assigned to a separate sub-project account specific to the administration of the temporary accommodation. Temporary accommodation is not normally attributable to the soft cost budget.

The combined effect on the project budget is \$4,350,000, if all the recommended measures are implemented. At this point in time the net proceeds from the sale of surplus lands has been identified as the source of the additional funding.

Staff will be reporting back to Council at the completion of the Construction Document Phase and when the tendering process has been completed. The costs associated with the measures identified in this report represent the best estimate of their impact on the budget at this stage of completion. As the process moves the project closer to construction, through the preparation of the detailed drawings and through the tendering process, the greater detail will provide an opportunity to finalize the costs of these measures; and to determine if any other changes to the building or site are required and what their budget implications might be. At these reporting points Council will be advised of any circumstances that require alteration to the budget and direction will be sought as to how best to proceed.

On this basis, the recommendations contained in the "Recommendation" section of this report should be adopted.

Attachments

1. Site Master Plan

Report Prepared by:

Roy McQuillin, Manager of Corporate Policy, Ext. 8211

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

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Item 53, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

53

**ONTARIO POWER AUTHORITY
ELECTRICITY SUPPLY TO YORK REGION STUDY
YORK REGION ELECTRICITY SUPPLY MUNICIPAL COUNCIL REVIEW FORUM
CITY REPRESENTATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated June 20, 2005:

Recommendation

Mayor Michael Di Biase recommends:

That this report be received for information purposes; and

That Council approve the nomination of Mayor Michael Di Biase and Councillor Peter Meffe as the City of Vaughan's representatives on the Ontario Power Authority's York Region Electricity Supply Municipal Council Review Forum.

Economic Impact

There are no anticipated economic effects should Council nominate two members to serve on the Municipal Council Review Forum.

Purpose

The purpose of this report is to update Council on the York Region Electricity Supply Study and to respond to a request from the Ontario Power Authority (OPA) to nominate two elected representatives to the York Region Electricity Supply Municipal Council Review Forum. The purpose of the Review Forum is to provide an opportunity for elected officials to stay informed and to participate in the York Region Electricity Supply Study consultation process.

Background – Analysis and Options

Background to the York Region Electricity Supply Study

The Ontario Power Authority is currently in the early stages of a study of the electricity supply situation in York Region. The Ontario Power Authority (OPA) was formed in December 2004. Its purpose is to prepare plans for the generation, distribution and conservation of electricity in Ontario and in sub-areas like York Region.

The reason for the study is to ensure that there will be a secure power supply to the Newmarket, Aurora and Whitchurch-Stouffville area. Increasing demand, resulting from urban growth, is threatening the security of the power supply to these municipalities. Without system improvements, there is a risk of service interruptions. Originally Hydro One undertook a Class EA study to increase transmission capacity in a hydro corridor between Markham and Newmarket to improve service to the area. Residents adjacent to the corridor opposed the increase in voltage on this line over worries about Electro-Magnetic Field Effects and aesthetics. Due to the level of opposition, Hydro One abandoned this process early in 2005.

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Resolution of the York Region power situation was delegated to the OPA. Unlike Hydro One, which is responsible for the transmission of power, the OPA can look at a range of solutions including conservation and new generating capacity, as well improving the transmission grid. Respecting the other alternatives, on May 2, the OPA issued Requests for Expression of Interest for new generation facilities and for the implementation of demand reduction measures in northeastern York Region.

The process for addressing the system deficiencies has three steps. The first step is for the Ontario Power Authority to prepare a plan to resolve the power situation in northeast York Region. The OPA will conduct technical analyses, public consultation and negotiate with service providers (e.g. for new sources of generation) to develop the plan. The second step is to submit this plan to the Ontario Energy Board for approval. The Energy Board will hold hearings on the plan and can approve or modify it. The plan cannot go into effect until Environmental Assessment approval has been obtained. The final step is to conduct the EA to examine the environmental effects (e.g. the natural, economic and social environments, including the health effects) of the project and identify any required mitigation measures. Should the EA be approved, the project would then be able to go ahead. It is noted that the OPA study will not look at the environmental effects, but will focus on the system and cost issues related to the plan.

The Consultation Process

The consultation process will have three elements. The first involves interaction with the general public. The second is a working group, which has more of a technical orientation. The final element is a Municipal Council Forum to allow for the participation of elected officials.

a) Consultation with the General Public

The study's first public consultation meeting took place on May 4 at the Sheraton Parkway in Richmond Hill and was very well attended. Press reports the next day placed attendance at approximately 800. The presenters provided an overview of the situation that necessitated the undertaking of the study, identified the role of the Ontario Power Authority and outlined the public consultation process and how it hoped to obtain public input.

The OPA is proposing a very fast turnaround time on the study. It wants to submit the plan to the Ontario Energy Board by September, with a hearing anticipated for Fall 2005. A total of three public meetings were proposed, including the start-up on May 4. Due to demands expressed at the meeting, a second public consultation start-up meeting was held in the Aurora-Newmarket area on May 26.

b) The Working Group

The purpose of the Working Group is to provide advice to the OPA on feasible options, the development of evaluation criteria, evaluating the options and arriving at recommendations. This would result in a summary consultation report, which would include all points of view.

The make up of the working group would include: A municipal representative from each of the potentially affected York Region municipalities; a resident from each of the municipalities, the school boards and an environmental interest group; business and development representatives; the York Region Planning Department; and various technical advisors including the local power companies (e.g. PowerStream) Hydro One and OPA's consultants.

The City Manager advises that the Manager of Corporate Policy will be attending the Working Group meetings on behalf of the City.

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c) The York Region Electricity Supply Municipal Council Review Forum

By letter dated June 3, 2005, the Ontario Power Association advised that it is creating a Municipal Council Review Forum to provide an opportunity for elected officials to stay informed and to contribute to the York Region Electricity Supply consultation process. After the Working Group has concluded its work, but prior to the OPA developing its recommendations for the Energy Board, there will be **full day** Municipal Council Review Forum meeting on **Wednesday, August 17, 2005**. The OPA is requesting that each of the affected municipalities in York Region nominate two of its members to the Municipal Council Review Forum.

Analysis

Presently, there do not seem to be any imminent impacts on the City of Vaughan. Options under consideration would include the introduction of new generating capacity in northeast York Region, the upgrading of the transmission line between Markham and Newmarket, as proposed by Hydro One and demand management measures.

However, this could change as alternative solutions are developed and tested. In the original Hydro One EA, consideration was given to the construction of a line in northwest Vaughan as a potential solution. Therefore, the City's representative on the Working Group will need to monitor the situation and report back on potential impacts on the City. Similarly, sending two Council members to the Municipal Council Review Forum would enhance the level of oversight and provide another venue for the City to put forward its interests.

For these reasons, it is appropriate for Vaughan to provide the representation requested by the Ontario Power Authority on the Municipal Review Forum. Therefore, I am requesting Council's approval for Councillor Peter Meffe and myself to attend the Municipal Council Review Forum on behalf of the City. Councillor Meffe represents a ward (Ward 1) that may potentially be impacted if alternative solutions are considered and he also brings his valuable experience as the Chair of the Board of Directors of PowerStream. As Mayor I would bring a broader citywide perspective to the discussions.

Relationship to Vaughan Vision 2007

Section 5 under "Corporate Leadership" supports the strengthening of relations with other governmental authorities and agencies by ensuring that Vaughan has representation on inter-municipal committees and organizations.

Conclusion

Ensuring an uninterrupted electrical supply to all parts of York Region is important to the broader economy of the Region. Increasing the supply of electricity to any one area may result in impacts well beyond the destination area of the power. For this reason, the City will need to involve itself in processes such as this to ensure that it is an active player in decisions that may potentially affect Vaughan. Therefore, it is recommended that Council nominate Mayor Di Biase and Councillor Peter Meffe to serve as the Vaughan representatives on the Municipal Council Review Forum for the York Region Electricity Supply Study.

Attachments

N/A

Report prepared by:

Roy McQuillin, Manager of Corporate Services

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54

**REQUEST TO USE COUNCIL CHAMBERS
YORK REGIONAL POLICE - FOUR DISTRICT COMMUNITY LIAISON COMMITTEE
PUBLIC INFORMATION NIGHT – MARIJUANA GROW OPS FORUM**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Jackson, dated June 20, 2005:

Recommendation

Local and Regional Councillor Linda D. Jackson recommends:

That the City of Vaughan approve the use of Council Chambers at no cost, for the York Regional Police Four District Community Liaison Committee to host a public information night for the purposes of educating the public about marijuana grow houses, and

That a notice be posted on the City of Vaughan website as well as the City Page of local newspapers to advertise the Public Information Night – Marijuana Grow Ops Forum.

Economic Impact

None.

Purpose

To seek Council approval to allocate the Council Chambers at no cost to the Four District Community Liaison Committee on Monday, October 17, 2005 beginning at 7:00 p.m.

Background - Analysis and Options

At its April 11, 2005 regular meeting, the Four District Community Liaison Committee, through the York Regional Police, made a commitment to host a Marijuana Grow Ops Forum to educate the public and receive input from residents.

Bill 128 of the Province of Ontario has passed third reading in Parliament. Bill 128 is an Act to amend various Acts with respect to enforcement powers, penalties and the management of property forfeited, or that may be forfeited, to the Crown in right of Ontario as a result of organized crime, marijuana growing and other unlawful activities.

A Public Information Forum is recommended, particularly at this time, in light of Bill 128.

Relationship to Vaughan Vision 2007

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

Conclusion

Providing the Four District Liaison Committee with a venue to host this Public Information Forum is beneficial to the community and the City of Vaughan, and Council approval is required for the use of Council Chambers for this purpose.

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Attachments

None

Report prepared by:

Mirella Compagno

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55 NURSE PRACTITIONERS AND PRIMARY HEALTH-CARE RENEWAL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends adoption of the following resolution:

Whereas nurse practitioners have proven that they play an important role in the delivery of primary health care, not only in diagnosing and treating patients for common ailments, but also in health promotion and disease prevention;

And Whereas nurse practitioners practice in health-care settings ranging from community centres and health clinics, to medical practices, hospitals and long-term care facilities;

And Whereas the municipality is a direct stakeholder in the local primary health-care delivery system through contributions to the funding of institutions, and representation on hospital, public health agency and nursing home boards, as well as through the provision of emergency response services;

And Whereas healthier communities are stronger communities that are better able to foster economic development and attract residents of all ages;

And Whereas it is critical that timely and appropriate primary health-care services be available in our communities;

And Whereas good public alleviates long-term demands on the health system;

And Whereas it is recognized that a collaborative, team-based care model that is patient-centred is an effective and desirable model for the delivery of primary care to both patients and their families;

And Whereas the *Health Accord* 2003 prioritized timely access to family and community care through primary health-care teams that included nurse practitioners for all federal, provincial and territorial governments;

Therefore be it resolved that the municipality send a letter to the Premier and Minister of Health to request:

- 1) that legislation supports the sustained integration of nurse practitioners in primary health-care reform;
- 2) that collaborative models of health services delivery be pursued;
- 3) that jurisdictional health human resource plans, to be published by December 31st, 2005, include an appropriate complement of nurse practitioners; and
- 4) that health human resource plans include targets for training, recruitment, and retention of all health professionals including nurse practitioners.

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And further that the municipal administration contact area health-care agencies and institutions to determine the extent to which nurse practitioners are being employed, or are planned to be employed, in the local delivery of primary health care and to report back to council with the findings.

Economic Impact

Nil.

Purpose

To express the support of the Council of the City of Vaughan for Primary Health Care Renewal in Ontario, particularly in respect of the role of nurse practitioners.

Background - Analysis and Options

A nurse practitioner is a registered nurse with additional education in health assessment, diagnosis and management of illness and injuries. NPs work collaboratively with other health professionals such as family physicians, registered nurses, therapists, nutritionists, social workers and pharmacists. Their practice emphasizes health promotion and disease prevention.

Increasingly, nurse practitioners are being recognized as a practical solution to improving public access to quality health care. Their training and method of practice make them uniquely qualified for the interdisciplinary, patient-centred approach to health care that governments are encouraging. NPs provide care in diverse health-care settings from community centres and health clinics, to hospitals, medical practices and nursing homes.

Flowing from the *Health Accord* of 2003, Health Canada is funding the Canadian Nurse Practitioner Initiative (CNPI). The Canadian Nurses Association is leading this initiative with the goal of achieving the sustained integration of NPs in the primary health-care system across Canada. The CNPI will end in March 2006, at which time an *NP National Framework* will be released.

Governments at all levels are exploring the use of nurse practitioners to help address access problems and wait-times. This issue is vitally important to municipalities since frontline delivery of primary care takes place in communities such as yours. Municipalities are direct and indirect stakeholders as they contribute to the funding of local health-care institutions and also contribute to local health-care decision-making. The quality of community health-care and timely access to these health services contribute significantly to the quality of life of Canadians in every city and town,

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 City of Vaughan strongly supports Primary Health Care Renewal through the integration of nurse practitioners in primary health care.

Attachments

Draft letter to Premier and Minister of Health

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Report prepared by:

Tony Carella

(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 56, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

56

R.C.M.P. MEMORIAL TRUST FUND AND SCHOLARSHIPS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends:

1. That the City Manager direct appropriate staff to communicate---to those members of the Royal Canadian Mounted Police having carriage of this matter---the interest of the City of Vaughan in assisting in efforts to promote contributions to the trust fund and scholarships to be established for the benefit of the families of Constables Peter Christopher Schiemann, Anthony Fitzgerald Orion Gordon, Lionide Nicholas Johnston, and Brock Warren Myrol---all of whom died in the line of duty in Mayerthorpe, Alberta, on March 3, 2005; and
2. That the City of Vaughan arrange to receive on consignment from the appropriate source lapel pins designed by the RCMP as memorial tokens and intended for sale to Canadians from coast to coast, the proceeds of which will constitute the financial basis of the trust fund and scholarships to be established by the RCMP for the benefit of the families of the aforementioned constables; and
3. That the City of Vaughan communicate to the citizens of Vaughan, through all means available to it, that these memorial pins are available for purchase from the City, and that all proceeds from the sale/purchase of said pins will be transmitted to the RCMP for the aforementioned purposes; and
4. That Councillor Carella have the honour of purchasing the first such pin.

Economic Impact

Nil

Purpose

To demonstrate the support of the Council of the City of Vaughan for those who serve their fellow citizens in the enforcement of the law, whether nationally, provincially, regionally, or locally.

Background

All Canadians were shocked by the events which transpired in Mayerthorpe, Alberta, on March 3, 2005, when four RCMP constables were murdered in cold blood. Without a doubt, the greatest sorrow is born by the members of the families of these four young men---a sorrow which may never pass. In recognition of that fact, a trust fund has been established by the RCMP for the benefit of the families of these victims, as well as scholarships for their children. To promote contributions to both of these worthy initiatives, memorial pins will soon be made available for sale by the RCMP.

To ensure the greatest possible response from among the citizens of Vaughan to this appeal for support, the City of Vaughan should promote the purchase of these pins by all means available to it.

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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

To demonstrate its commitment to all of those individuals who enforce the laws of our country, the City of Vaughan should actively promote contributions by the citizens of Vaughan to the trust fund and scholarships established for the benefit of the families of the RCMP constables who died in Mayerthorpe, Alberta, by facilitating the sale within the City of Vaughan of lapel pins designed as memorial tokens.

Attachments:

None

Report prepared by:

Councillor Tony Carella

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57

FUTURE ACCOMMODATION OF PINE YORK SENIORS CLUB

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends that the Commissioner of Community Services be directed to explore any opportunities for cost efficiencies occasioned by the expiration in 2006 of the premises currently leased by the City of Vaughan for use by the Pine York Seniors Club.

Economic Impact:

Nil.

Purpose:

To ensure that the future interests of both the City of Vaughan and of the Pine York Seniors Club are attended to in a timely fashion, staff require sufficient time to explore any opportunities for achieving cost efficiencies relative to space requirements and alternative premises availability.

Background - Analysis and Options:

The Pine York Seniors Club is the oldest such club in the City of Vaughan (see attachment 1), having been established in 1986 at its present location in a commercial plaza southwest of the intersection of Pine Valley Drive and Regional Road 7. The premises are comprised of a 1000 sq. ft. general purpose room on the main floor and a kitchen, washrooms, storage and limited program space at the basement level, accessed by one stairway at the rear of the facility. The premises are leased, at an approximate cost of \$1500 per month.

The club has a roster of over one hundred individuals (see attachment 2), some of whom have been members for a number of years. These older, and frailer, members in particular find the present premises problematic, as the need to access the program space or washroom facilities in the basement means they may have to use the stairs several times during any one visit. In this regard there are reports that several members have ceased to attend for fear of the consequences of a fall in the stairwell. In addition, the size of the facility restricts the number and nature of the programs which can be offered at this site. For example, very frequently much of the furniture must first be cleared to permit certain activities (e.g., exercise classes), and then set up once again to permit others (e.g., the playing of cards).

Executive members of the club recently brought a number of these issues to the attention of the local councillor (see attachment 3) and of Building & Facilities and Recreation staff (see attachment 4), who are seeking solutions as best they can, given the size and configuration of the current premises. As the lease on these premises is due to expire in 2006, an opportunity to explore alternative accommodations for this club is at hand and should be seized. It is also to be noted that in keeping with new arrangements being proposed for other, expanded facilities for similar groups, the Pine York executive committee was asked if they had any objection to sharing a larger facility with other community groups, and indicated they had no such objection.

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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 pending expiration of the lease on the premises occupied for nearly twenty years by the Pine York Seniors Club represents an opportunity to explore solutions to a number of issues relating to the size and configuration of the current facility.

Attachments:

1. History of the Pine York Seniors Club
2. Roster of current members
3. Letter to local councillor, dated April 20, 2005
4. Issues raised by the executive committee of the Pine York Seniors Club at its meeting with City of Vaughan staff, June 10, 2005

Report prepared by:

Councillor Tony Carella

(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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58

VILLAGE OF WOODBRIDGE QUASQUICENTENNIAL COMMITTEE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends the appointment of a committee to plan the celebration in 2007 of the quasiquicentennial (125th anniversary) of the incorporation of the Village of Woodbridge as a municipality, said committee to

- be chaired by the Ward 2 councillor, and to
- include His Worship the Mayor and Members of Council (either ex-officio or as active participants, as they may choose and so indicate), and to
- include up to seven members of the community residing in Woodbridge and recruited by the Clerks Department no later than December 31, 2005, in the same manner as employed with respect to appointments to non-statutory advisory committees, and to
- have reasonable and appropriate staff support

Economic Impact:

There will be no immediate economic impact in terms of the creation and operation of the committee; however, one of its principal tasks will be to determine the reasonable costs of appropriate celebrations, both in terms of the 2006 budgetary cycle (with respect to preparatory measures of a capital nature) and of the 2007 budgetary cycle (with respect to expenses connected with the celebrations within the quasiquicentennial year).

Purpose:

To reinforce among the citizens of Vaughan an appreciation of the history of Woodbridge.

Background - Analysis and Options:

The Village of Woodbridge has a rich history, beginning in the first years of the nineteenth century. Like many early Ontario communities, Woodbridge developed around a waterway. The Humber River provided a ready-made transportation system and the power source necessary for economic growth. The village consequently became the commercial centre of an excellent farming area.

Woodbridge has its origins with the British Crown granting the west half of lots six and seven, concession 7 of Vaughan Township to Jacob Philips and Hugh Cameron in 1802. During the early 1800's there was some development in surrounding areas. A school had been built on Vaughan's eighth concession; a flour mill and store flourished at Pine Grove, and scattering of houses arose around Smith's mill (what is today Hayhoe Mills at Pine Grove), becoming known as Smithsville. A similar settlement, known as Brownsville, came into being around a mill run by John Brown (on the Humber at what is today Wallace Street). Woodbridge proper, however, did

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not begin to take the form of a settlement or village until the arrival of Rowland Burr in 1837. Rowland Burr is credited with being the founder of Woodbridge. Between the two settlements of Brownsville and Smithville, there developed a third settlement. This, too, grew around a flour mill, Rowland Burr's mill, and so took on the name of Burwick. In 1838, Burr also erected a saw mill and textile mill. By the 1840's Burr's enterprises had evolved into the most prosperous businesses in the area. As the population of Burwick increased, the government was petitioned to establish a post office. In order to avoid confusion with another settlement in Canada West with the same name, Burwick was renamed Woodbridge in 1855.

During the following decade, Woodbridge experienced a great upsurge in growth as a result of the establishment of the Abell Agricultural Works in 1862. Beginning with twenty employees, entrepreneur John Abell's factory came to employ upwards of 200 people by 1874. Abell's plant specialized in the production of steam-powered agriculture equipment; in 1880 his Triumph Tractor and steam engine received a number of awards at the Toronto Industrial Exhibition.

By 1880 a thriving community had developed around Woodbridge's varied business enterprises. In addition to those enterprises noted above, the village could at this time boast two general stores, the village could at this time boast two general stores, a carriage works, two churches, a school, two hotels (the Burwick Hotel and the Inkerman Hotel), a library (the Mechanic's Institute acted in this capacity), two newspaper (in 1873 S.E. Horne published the Woodbridge Enterprise and in 1875 James Mann edited the Woodbridge Free Press), and a post office. Also, there is evidence of further economic activity as early records for the area indicated the presence of a considerable range of professions and trades in 1880's Woodbridge: physician and surgeon, druggist, printer and publisher, watchmaker, butcher, undertaker, tinsmith, bricklayer, and cooper.

By 1882 Woodbridge's population had exceeded 1000, and as a result was formally incorporated as a municipality, the Village of Woodbridge. Brownsville was by this time considered to be part of Woodbridge, and the articles of incorporation granted official sanction to this fact. A Reeve and 5 Councillors were elected, and a small salaried civic administration headed by the Clerk-Treasurer was appointed to deal with day-to-day affairs. The Woodbridge Municipal Government grew to encompass a large variety of functions By the mid-20th century, it exercised control over public works, law enforcement, fire protection, recreation, and welfare. As well, other areas of municipal life by the 1950's had come under the auspices of a number of local boards; these were as follows: the Public School Board, Planning Board, Library Board, War Memorial Board, Community Centre Board, and the Board of Health; as well as the Woodbridge Hydro-Electric Commission. This system was to continue until 1971 when the Village of Woodbridge amalgamated with Vaughan Township to form the Town of Vaughan.

During the late 1880's Woodbridge experienced a severe economic decline as a result of John Abell relocating his plan to Toronto. However, the local economy was able to weather the storm, despite a pronounced decline in population, and experienced something of a slow but sustained resurgence after World War I. Indeed, the Village's economic dislocation and subsequent rebirth are mirrored in Woodbridge's population statistics over time; its 1884 population of 1400 dropped to just over 600 in 1901; it managed to climb to 672 in 1921, 812 in 1931, 1044 in 1951, 1699 in 1951, 1958 in 1956, 2315 in 1961, 2473 in 1966.

Woodbridge's renewed growth was in part precipitated by the development of new roads. The old toll-roads disappeared, and along with them the Village's three toll-gates. In 1911 the first County Road system was introduced and work got under way in Woodbridge in 1912 with a portion of Pine street being paved at this point; over time, most of the Village's thoroughfares were paved and improved. Moreover, in 1926, the Ontario Government constructed a new metal bridge over the Humber, and as a Depression-era make-work project undertook the construction of Highway #7 during 1930 and 1931.

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Also, impetus for growth and commercial potential had been provided when in 1908 the Canadian Pacific Railway Company was routed through Woodbridge (the line's predecessor, the Toronto, Grey, and Bruce had only extended to the village's outer limits when it was initially constructed in 1870 and 1871). Moreover, 1914 saw the extension of the Toronto Suburban Railway Company's Weston Line to Woodbridge; passenger service continued until 1924, and freight service until 1930, by which time the line's economic usefulness had been superseded by the automobile.

Development was also speeded along by a number of technological advances. In 1891 Woodbridge received limited telephone service, with full service being available by 1909. This was followed in 1914 by the advent of hydro to the village. Water service was reality for many residents by the mid-1920's.

The increase in immigration experienced by Canada as a whole in the post-World War II era also helps to account for Woodbridge's growth. In fact, between 1951 and 1956 a total of 10 subdivisions arose in the village. This trend of rapid growth was to continue.

Today's Woodbridge, like the City of Vaughan as a whole, is composed of a diverse mix of peoples and cultures bound together by a sense of past and a sense of community. Encompassing the former hamlets of Brownsville, Elder's Mills, Vaughanville, and Pine Grove, recent population statistics put Woodbridge at more than 40 000 inhabitants.

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:

To ensure the proper celebration by the City of Vaughan of an anniversary as important as the quasiquicentennial of the incorporation of the Village of Woodbridge requires much time, thought, and effort. Therefore it is appropriate that the first steps be taken so that a committee can be in place no later than January 1, 2006.

Attachments

None

Report prepared by

Councillor Tony Carella

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 59, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

59

PROMOTING SAFER TRAVEL ON WOODBRIDGE AVENUE

The Committee of the Whole recommends:

- 1) That a three-way stop sign at the intersection of Woodbridge Avenue and Fairground Lane/Old Firehall Lane, not be installed; and**
- 2) That the following report of Councillor Carella, dated June 20, 2005, be received.**

Recommendation

Councillor Tony Carella recommends the installation of a three-way stop sign at the intersection of Woodbridge Avenue and Fairground Lane/Old Firehall Lane.

Economic Impact

Nil.

Purpose

To promote safer vehicular travel along a portion of Woodbridge Avenue.

Background - Analysis and Options

Woodbridge Avenue has been the subject of a traffic study within the present term of Council, a study which indicated that the proposed three-way stop was not warranted at the time of the study; accordingly, council did not approve the installation of a three-way stop. However, the concerns of residents on abutting streets remain undiminished; namely, (1) the degree of infiltration by vehicles seeking to avoid congestion of Regional Road 7; (2) the speed of such traffic, particularly when moving eastbound, down the incline between Kipling Avenue and Wallace Street; and consequently, (3) the difficulty experienced by abutting residents when attempting to access Woodbridge Avenue, especially during the morning "rush hour". As Woodbridge Avenue, in this vicinity, is not an appropriate location for speed humps, the installation of a three-way stop sign will achieve much of the same effect---slowing, and perhaps even reducing the amount of infiltrating and speeding traffic at this location.

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 three-way stop sign at the intersection of Woodbridge Avenue and Fairground Lane/Old Firehall Lane will mitigate both the amount and speed of traffic at this location.

Attachments

None

Report prepared by:

Councillor Tony Carella

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 60, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

60

ENTRANCE FEATURE AT ARISTA GATE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends that any discussions between the City of Vaughan and the Region of York with respect to the addition of planted and/or paved medians on streets intersecting Islington Avenue between Langstaff Road and Rutherford Road (e.g., Wycliffe Avenue, Wycliffe Gate, etc.) include consideration of Arista Gate as the site of a planted and/or paved centre median at the intersection of Arista Gate at Islington Avenue.

Economic Impact:

Should discussions on this topic lead to an agreement between the City of Vaughan and the Region of York, the cost of a planted and/or paved median at Arista Gate would range from approximately \$15,000 to \$25,000, depending on the design of said median.

Purpose:

To include Arista Gate in any proposal to construct centre medians on streets intersecting Islington Avenue between Langstaff Road and Rutherford Road.

Background - Analysis and Options:

When the subdivision known as Islington Woods was constructed, residents requested that a sidewalk---to be constructed and paid by the developer---not be built along Arista Gate, the street which provides access to Islington Avenue. In the years since, funds for the said sidewalk, provided by the developer have been held in trust by the City, pending a decision by local residents on how they might be spent for some other public purpose. Until the recent (June 14) general meeting of the local ratepayers, it was expected that residents would approve the dedication of these funds to the construction of an entrance feature at the intersection of Arista Gate and Islington Avenue.

However, the decision of the Committee of the Whole (subsequently approved by Council at its meeting of June 15, 2005) to pursue a request to the Region of York for consideration of the construction of centre medians along Islington Avenue between Langstaff Road and Rutherford Road, and the construction of centre medians at the intersections of Islington Avenue and a number of local streets (Wycliffe Avenue, Wycliffe Gate, etc.) has lead to a request from a number of Islington Woods ratepayers: if Arista Gate were to be included in such a request, the so-called sidewalk funds could be devoted to some other public purpose of general benefit to the local residents (e.g., enhancements to the local parkette, etc.).

Relationship to Vaughan Vision 2007:

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

Conclusion:

Fairness requires that Arista Gate be considered along with other local intersecting streets for the installation of centre medians.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

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Attachments:

Map indicating the location of works mentioned in this report

Report prepared by:

Councillor Tony Carella

(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 27, 2005

Item 61, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

61

STOP SIGNS IN THE VICINITY OF ST. ANDREW'S SCHOOL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends that appropriate staff conduct studies to determine the appropriateness of installing stop signs at the following intersections in the general vicinity of St. Andrew's Catholic School: Castilian Drive & Sonoma Boulevard, Century Grove & Montebello Avenue, Amelynn Crescent & Montebello Avenue and Royal Pine Drive & Forest Fountain Drive.

Economic Impact

Nil.

Purpose

To ensure the safety of residents---particularly school age children----in the area.

Background - Analysis and Options

The residents of the area have submitted a petition signed by approximately one hundred individuals who live in the vicinity of the school, requesting stop signs at the noted locations. It is therefore appropriate that staff investigate whether such signs are warranted at this time.

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 traffic study is a reasonable request given the concerns of so many residents of the area.

Attachments

Petition

Report prepared by:

Councillor Tony Carella

(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 27, 2005

Item 62, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

62 INSTALLATION OF THREE-WAY STOP AT SUNSET RIDGE/KISTLER STREET

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends staff be directed to prepare a report on the feasibility of installing a three-way stop sign at the intersection of Sunset Ridge and Kistler Street.

Economic Impact:

Nil

Purpose:

To ensure the safe movement of vehicular and pedestrian traffic in the vicinity of the soon-to-be-opened Woodbridge Expansion Area District Park

Background - Analysis and Options:

The Woodbridge Expansion Area District Park is bound by private homes on the west, Major Mackenzie Drive on the north (off of which there is a vehicular entrance to the park), Islington Avenue on the east, and Sunset Ridge on the south. The second vehicular entrance to the park will be off of Sunset Ridge, in the vicinity of Kistler Street. As a consequence of the opening of the park, increase pedestrian traffic to and from the park from the residential areas to the south is expected. As well, as this is a district park, increased vehicular traffic along Sunset Ridge can be expected, as those who live at a distance to the south of the park decide to drive to it. As there is no stop sign along any portion of Sunset Ridge in the vicinity of the park, a three-way stop at Kistler, opposite the entrance, is called for.

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 three-way stop sign at the intersection of Sunset Ridge and Kistler Street is needed.

Attachments

None

Report prepared by:

Councillor Tony Carella

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 63, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated June 20, 2005;

By receiving the confidential memorandum from the Commissioner of Engineering and Public Works, dated June 24, 2005; and

By receiving the written submission from Mr. David Heathfield, District Manager, Waste Services (CA) Inc., 117 Advance Blvd, Brampton, L6T 4H9, dated June 22, 2005.

63 TENDER AWARD - T05-127 MUNICIPAL WASTE COLLECTION SERVICES

The Committee of the Whole recommends:

- 1) That staff provide a report with respect to the costs associated with directing Vaughan's garbage to the alternative facility noted, pending availability in 2007; and
- 2) That staff notify Miller Waste Systems, A Division of Miller Paving Limited, of the reconsideration of this matter.

Recommendation

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

1. Tender T05-127 for the provision of municipal waste collection services be awarded to Miller Waste Systems, A Division of Miller Paving Limited, at a 5 year price of \$36,438,082.49
2. The Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The existing municipal waste collection contracts expire on December 31, 2005. As the City is entering into a new era of waste management with its "Greening Vaughan" program, it was appropriate to go out to tender for waste collection services in accordance with the phasing of the program.

Due to the phasing of "Greening Vaughan", the individual component costs will fluctuate during the various calendar years. However, based on averaging the total estimated cost over the 5 year period, the annual cost is somewhat less than is currently budgeted for 2005.

As the contract does not commence until January 1, 2006, the funds necessary to provide these services will need to be included in the 2006, and future, Operating Budgets.

Purpose

To award Tender T05-127 for collection of municipal solid waste.

CITY OF VAUGHAN

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Background - Analysis and Options

Tender T05-127 was issued on May 19, 2005. The Tender was comprised of 5 components, with each component being divided into phases to match the “Greening Vaughan” strategy, where applicable. This allowed the contractors to take into account the use of co-collection vehicles in order to adjust their overall prices with each phase of the program.

The 5 components of the contract include:

Garbage collection (including multi-residential buildings)
Recycling collection (including multi-residential buildings)
Source Separated Organics collection
Leaf and Yard Waste collection (including Christmas Trees)
Large Appliance collection

The Tender was scheduled to close on June 6, 2005, but due to a number of requests from bidders for an extension to the closing date, the closing date was extended 7 days and tenders closed on June 13, 2005.

A total of 10 documents were picked up, and a total of 6 bids were received. Of those received, one bid was disqualified as it did not provide for the requisite Surety Consent Form. The Tender was advertised electronically via the Electronic Tendering Network (Bid Navigator), the Ontario Public Buyers Association, and in the local paper, Vaughan Citizen.

Below is a summary of the bids for the 5 year period, incorporating all aspects of the “Greening Vaughan” strategy.

COMPANY	5 YEAR TOTAL PRICE
Miller Waste Systems A Division of Miller Paving Limited	\$ 36,438,082.49
Waste Services (CA) Inc.	\$ 40,498,200.11
Halton Recycling Ltd.	\$ 48,284,854.84
BFI Canada Inc.	\$ 61,682,236.09
National Waste Services Inc.	\$ 65,943,722.50

The above noted prices include GST.

The contract is for a 5 year period, with a two year extension period, which would be granted at the City's option.

The Tender was based on estimated household counts with bidders providing unit prices for each specific service. As the actual number of households will change over the length of this contract, the final contract value may be higher than the total bid amount of \$36,438,082.49.

Staff have checked the bids for mathematical errors, and have contacted references.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, especially in relation to the City's direction with respect to provision of waste management services. Specifically, this report is consistent with Vaughan Vision A - 1 “Pursue Excellence in the Delivery of Core Services”, and A - 3 “Safeguard Our Environment”.

CITY OF VAUGHAN

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Conclusion

Tender T05-127 allows the City to move forward with confidence in implementing its “Greening Vaughan” program, with clear pricing for each phase of the project.

Given the lowest bidder meets the requirements of the contract, and currently perform this type of work in various other municipalities in York Region, it is recommended that Miller Waste Systems, A Division of Miller Paving Limited be awarded tender T05-127 for municipal waste collection, at an estimated contract value of \$36,438,082.49 for a 5 year period, commencing January 1, 2006.

Attachments

N/A

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P.
Brian T. Anthony, CRS-S, C. Tech

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 64, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

64

**DRAGLAM DEVELOPMENTS INC.
AMENDMENT TO CERTIFICATE OF APPROVAL NO. 4239-6ACQYC**

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 20, 2005:

Recommendation

The Commissioner of Engineering and Public Works recommends that:

1. The City advise the Ministry of Environment that it does not object to the request from Draglam Developments Inc. to allow for an increase in the amount of tonnage received at their 401 Bowes Rd facility from 12 tonnes per day to 299 tonnes per day, and onsite storage increase from 47 to 200 tonnes, provided that:
 - a) All discharges from the operation to the sanitary and storm sewer systems meet the requirements of the City of Vaughan's By-Law No. 94-94 and all existing and/or future amendments to it.
 - b) That the Emergency Plan pertaining to waste transfer and processing operations be submitted to the City of Vaughan and submitted annually thereafter; and,
2. Copies of this report and Council's resolution be sent to: Ms Veronica Pochmursky, Waste Evaluator at the Ministry of Environment, Environmental Assessment and Approvals Branch, Floor 12A, 2 St. Clair Ave. West, Toronto, Ontario, M4V 1L5

Purpose

To advise Council of Draglam Developments Inc.'s proposal to increase the amount of tonnage handled at their facility located at No. 401 Bowes Rd.

Economic Impact

There are no financial implications associated with this report.

Background - Analysis and Options

Draglam Developments Inc. has submitted a request to the Ministry of the Environment (MOE) to allow for an increase in the amount of waste processed at their facility located at No. 401 Bowes Rd. The request, if granted by the MOE, would allow for an increase in tonnage received from 12 to 299 tonnes per day and a maximum onsite storage increase from 47 to 200 tonnes.

The 4.45 hectare parcel of land at 401 Bowes Rd., is used for two different industrial operations: Cement Batching Operations (G & L Building Limited) and Waste Transfer and Processing Operations (Draglam Developments Inc.).

Specific to waste transfer and processing operations, the facility received approval for operation from the MOE September 21, 1999 to process 12 tonnes/day of solid non-hazardous Industrial / Commercial/ Industrial waste, including construction and demolition debris and to store no more than 47 tonnes of material on site at any one time. The facility is located in an "EM2" zone, which permits waste transfer and processing operations.

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Draglam Waste's Operation and Management Plan indicates the following:

- The estimate of the maximum amount of material to be stored on site is less than 200 tonnes. The maximum quantity of waste to be received at the site per day is less than 299 tonnes.
- The maximum storage capacity of the processed material is 10,000 sq. ft. In addition to this space there will be approximately five 40 cubic yard containers holding cardboard, glass, wood, plastic and steel.
- Site operation will consist of indoor waste tipping, processing and loading operations. Recycling materials will be separated by manual labour and machinery. Recyclables will be separated and placed in 40 cubic yard containers. Non-recyclable residual waste will be loaded onto open trailers.
- Proposed hours and days of operation are: Monday through Saturday 6:30 a.m. to 6:00 p.m. The facility is to be open approximately 316 days per year.

In general, the MOE takes the position that new or expanded waste transfer stations, which handle greater than 300 tonnes per day, may be considered for designation under the Environmental Assessment Act. However, as this application falls under the MOE's threshold (299 tonnes per day), and as such, no environmental assessment is typically required. However, the MOE may require the company to prepare an environmental assessment if adjacent landowners and/or other stakeholders such as the City of Vaughan or the Region of York have just cause. This site has been in operation since 1999 without known incident or complaint. As such, there is no technical reason, from a City staff perspective, why this application should be designated under the Environmental Assessment Act.

The Vaughan Fire Rescue Service performed a fire inspection of the property on March 22, 2005, and a re-inspection on June 2, 2005, confirmed no outstanding deficiencies.

Relationship to Vaughan Vision 2007

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

Conclusion

The site is an established waste processing and transfer facility in the City that operates in an enclosed building. With the closure of the Keele Valley Landfill, it provides a service to the many business locations in and around Vaughan.

As the facility's request to increase the per day tonnage falls below the MOE's threshold of 300 tonnes per day, and given that the City has no technical reason to object to the application, there appears no reason to request that the application be designated under the EAA

Attachments

1. Location Map

Report prepared by:

Caroline Kirkpatrick, C.E.T., M.C.I.P.
Manager of Solid Waste Management

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

CITY OF VAUGHAN

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Item 65, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

65

**CITY OF VAUGHAN - BUILDING BY-LAW
BILL 124 – THE NEW ONTARIO BUILDING CODE ACT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning in consultation with the Commissioner of Legal and Administrative Services recommends that the draft Building By-law substantially in accordance with the attached, be forwarded to the Council meeting of June 27, 2005 for enactment.

Economic Impact

The economic impact for Bill 124 has been addressed through a series of recommendations that were approved by Council on April 25, 2005. The cost of services provided by the Building Standards Department are recovered through applicable fees.

Purpose

To enact a new City Building By-law to comply with the requirements of the New Ontario Building Code Act (Bill 124)

Background - Analysis and Options

Council at its meeting of April 25, 2005 considered a report from Staff and approved a series of recommendations regarding The New Ontario Building Code Act (Bill 124). As part of Council's consideration, the following recommendation was approved respecting the City's existing Building By-law:

- 2) That the Building Standards Department adopt a sequential approach to permit application processing and that necessary amendments to the City's Building By-law and other By-laws be prepared for submission to Council;

Building Staff have now drafted a new Building By-law that incorporates Council's directions and the requirements of new Act.

This new Building By-law includes:

- adopting a sequential approach to permit processing,
- the introduction of prescribed City forms,
- minimum application requirements,
- minimum Plan and Specification requirements,
- mandatory building inspections and required notices,
- maintaining existing building permit fees in accordance with previous Council's approvals, and
- adopting a Code of Conduct for the City's building officials.

The City has a Code of Conduct for City employees that has been modified to comply with the requirements of the new Act.

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The draft by-law contains effective dates in accordance with the recent Building Code amendments.

Attached hereto as Appendix 1, is a copy of the Draft Building By-law.

Relationship to Vaughan Vision 2007

In compliance with Corporate Strategic Objective D-1-21, “Undertake a review to determine an optimum level of service to meet the minimum legislative requirements of the Ontario Building Code”.

Conclusion

That the attached draft Building By-law be forwarded to Council meeting of June 27, 2005 for enactment.

Attachments

Appendix 1 – Draft Building By-law (Mayor and Members of Council and Commissioners only.)
Copies are also available from the City's Clerks Department.

Report prepared by

John Studdy, Manager of Customer Service and Administration Ext. 8232

(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 27, 2005

Item 66, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

66

APPOINTMENT OF BUILDING OFFICIALS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

That a By-law be enacted to amend By-law 285-91 as amended, by deleting Schedule "A" and replacing it with a new Schedule "A".

Economic Impact

None

Purpose

The purpose of amending Schedule "A" of By-law 285-91, is to recognize employee changes.

Background - Analysis and Options

By-law 285-91 is a By-law, which provides for the appointment of building officials for enforcing the Ontario Building Code Act. Schedule "A" to the By-law, contains the names of the employees authorized to enforce the Ontario Building Code Act, and needs to be revised periodically to recognize employee changes.

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 current by-law must be revised periodically to recognize employee changes and has no Vaughan Vision implications.

Attachments

Schedule "A"

Report prepared by:

John Studdy, Manager of Customer Service and Administration

(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 27, 2005

Item 67, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

67

**SITE DEVELOPMENT FILE DA.05.020
7330 KEELE ST. DEVELOPMENTS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.020 (7330 Keele St. Developments Inc.) BE APPROVED, subject to the following conditions:

1. That prior to the execution of the site plan agreement:
 - a) the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department;
 - b) the final site servicing and grading plan, stormwater management report, parking, access and on-site vehicular circulation shall be approved by the Engineering Department;
 - c) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - d) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
 - e) all requirements of the Ministry of Transportation shall be satisfied; and,
 - f) the required variances shall be approved by the Committee of Adjustment, and shall be final and binding.
2. The site plan agreement shall contain the following provision:
 - a) 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 in accordance with Section 51 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.

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.

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Purpose

The Owner has submitted a Site Development Application to permit the development of the subject lands shown on Attachment #1 with three buildings that propose the following: a one-storey multi-unit industrial building (Building 'A' - 2,923.08m²); a one-storey office building (Building 'B' - 1,114.53m²); and, a three-storey office building (Building 'C' - 2,413.73m²), as shown on Attachment #2.

Background - Analysis and Options

The 1.56ha vacant site is located on the west side of Keele Street (7330 Keele Street), between Highway 407 and Snidercroft Road, in Part of Lot 3, Concession 4, City of Vaughan (Attachment #1).

The Owner recently severed the 1.56ha property. The site plan (Attachment #2) shows a westerly Site "A" that comprises an area of 0.74ha, and proposes one multi-unit industrial building; and easterly Site "B" that comprises 0.82ha, and proposes the two office buildings. The referenced severance (File B011/05) was approved by the Committee of Adjustment on February 24, 2005; however, all of the conditions of approval have yet to be finalized. As such, the site plan application was submitted on the combined parcel, although for the purposes of zoning review, each individual parcel was considered separately.

The 1.56ha does not include the two northerly parcels (0.24ha and 0.21ha) identified on the site plan that may ultimately be transferred to the Ministry of Transportation (MTO). The MTO noted in its previous comments related to the severance application that the northerly area of the subject property is required for the Highway 407 Transitway Corridor, which has a width of 30m.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), and zoned PBM1 Parkway Belt Restricted Industrial Zone by By-Law 1-88. The surrounding land uses are:

- North - Highway 407
- South - Snidercroft Road; employment uses (PBM1 Parkway Belt Restricted Industrial Zone)
- East - Keele Street; vacant employment (PBM7 Parkway Belt Industrial Zone)
- West - employment (PBM1 Parkway Belt Restricted Industrial Zone)

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), which provides opportunities for land uses that require high visual exposure, good accessibility and an attractive working environment. The development of the site with the three proposed buildings (a three-storey office, a one-storey office, and a one-storey multi-unit industrial building) conforms to the Official Plan.

Zoning

The subject lands are zoned PBM1 Parkway Belt Restricted Industrial Zone by By-Law 1-88, which permits the proposed office and industrial uses. On November 4, 2004, the Committee of Adjustment approved an increase to the maximum permitted lot coverage on the subject lands from 20% to 40% (File A339/04). The proposed site plan has been reviewed, and requires the following variances:

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a) Site "A":

- By-law 1-88 requires a minimum front yard of 9.0m, whereas 6.5m has been provided;
- By-law 1-88 requires a minimum rear yard of 15m, whereas 10.2m has been provided; and,
- By-law 1-88 requires a minimum landscape strip width of 9m adjacent to the lands to be dedicated to the MTO for the transitway corridor, whereas 3.0m has been provided

b) Site "B":

- By-law 1-88 requires a minimum front yard of 9.0m, whereas 6.5m has been provided;
- By-law 1-88 requires an exterior side yard of 9.0m, whereas 6.0m has been provided;
- By-law 1-88 requires a minimum landscape strip of 9m adjacent to the lands to be dedicated to the MTO for the transitway corridor, whereas 3.0m has been provided;
- By-law 1-88 does not permit loading and unloading between a building and a street, whereas the loading areas for both Building 'B' and 'C' are between a building and a street.

Staff have no objections to the proposed variances, which provide the City with a well designed office development at this location. Should Council approve the site plan application, the Owner will be required to obtain approval of the above-noted variances from the Committee of Adjustment, which shall be final and binding, prior to the registration of the implementing site plan agreement.

Site Design

The site plan (Attachment #2) shows three proposed buildings on Sites "A" and "B". Site "B" is located at the northwest corner of Snidercroft Road and Keele Street, and includes two office buildings. Building "C" is a three-storey office building at the immediate corner of Keele Street and Snidercroft Road, and Building "B" is a one-storey building located directly to the north. A one-storey multi-unit industrial building (Building "A") is proposed on Site "A". Two full-movement access points are proposed on Snidercroft Road for Site "A", and one full-movement access on Snidercroft Road is proposed for Site "B". There are no driveway connections proposed between Sites "A" and "B", in light of the severance of the property into two separate parcels. Landscaping and pedestrian walkways are proposed around each of the buildings with connections to Snidercroft Road and Keele Street. The final site plan will be approved to the satisfaction of the Development Planning Department.

Parking

The required parking for Sites "A" and "B" is calculated as follows:

a) Site "A" - Industrial Building "A":

Multi-Unit Industrial: 2 space/100m² GFA x 2923.08m² GFA: = 59 spaces

Total Parking Required: = 59 spaces

Total Parking Provided: = 75 spaces

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The proposed parking for Site "A" meets the minimum requirement with a surplus of 16 parking spaces.

b) Site "B" - Office Buildings "B" and "C":

Office:	3.5 spaces/100m ² GFA	
x Building "B" at 1,114.53m ² GFA:		= 39 spaces
x Building "C" at 2,413.73m ² GFA:		= <u>85 spaces</u>
Total Parking Required:		= 124 spaces
Total Parking Provided:		= 124 spaces

The proposed parking for Site "B" meets the minimum parking requirement for the two office buildings.

Ministry of Transportation (MTO)

The site plan shows a 30m wide transitway corridor in the north area of the property, which is to be conveyed to the MTO. The Owner will be required to satisfy all requirements of the MTO as a condition of site plan approval, including confirming the limits of the transitway corridor, which must be addressed prior to the variances being considered by the Committee of Adjustment, and prior to the registration of the implementing site plan agreement.

Region of York

The subject lands abut Keele Street, and approval of the site plan is subject to the requirements of the Region of York. The Region is supportive of the site plan in principal and has identified a number of matters to be addressed including: protecting a 45.0m right-of-way along Keele Street; maintaining a 15m by 15m daylighting triangle at the northwest corner of the intersection of Keele Street and Snidercroft Road; the provision of 0.3m reserve across the full frontage of the site where it abuts Keele Street; providing a concrete walkway leading out to Snidercroft Road, adjacent to the site's driveway access; and, accommodating existing and planned transit service. The Owner will be required to satisfy all requirements of the Region of York, prior to the execution of the implementing site plan agreement.

Services/Utilities

The site has access to hydro, water, and sanitary and storm sewers. The Owner has submitted a site grading and servicing plan and a stormwater management report, which must be approved to the satisfaction of the Vaughan Engineering Department, the Region of York Transportation and Works Department, and the Ministry of Transportation.

All hydro requirements will be addressed by the Owner, to the satisfaction of PowerStream Inc.

Landscaping

The proposed landscape plan (Attachment #3) consists of a mix of deciduous and coniferous trees, shrubs, and sodded area along Snidercroft Road, Keele Street and along the limits of the eventual border of lands to be transferred to the MTO. Deciduous trees and shrubs will also be located along the eventual property line between Sites "A" and "B". The applicant is willing to work with Staff to enhance the landscape plan. Where possible, existing trees in good condition will be saved and integrated into the new landscape design. The final landscape plan will be approved to the satisfaction of the Development Planning Department.

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Building Design

The proposed building elevations are shown on Attachments #4, #5 and #6. The materials for the three buildings include: three types of precast panels, being a white dolomite aggregate panel, a white smooth finished panel, and a tan-coloured panel; a buff-coloured stucco system; a tan-coloured stucco system; buff-coloured brick; tan-coloured brick; and reflective grey spandrel glazing and reflective green glazing.

a) Building “A” (Attachment #4)

Building “A” is a multi-unit industrial building consisting of 17 units. The rectangular-shaped building will be constructed to a height of 7.35m. The primary façade for Building “A” is the east elevation that faces the two proposed office buildings and includes 16 main unit entrances. The façade is comprised primarily with a white dolomite aggregate finished precast panel interspersed with tan coloured and smooth white coloured panels at various intervals. The door openings are accentuated with a buff coloured stucco system extending above the sign boxes to the top of the roof. The façade also incorporates reflective grey spandrel glazing and reflective green glazing window units. The north and south elevations are similar in style to the east elevation, with a main unit entrance provided on the north facade. The west elevation faces existing employment uses, and includes 17 overhead doors and 17 main doors.

b) Building “B” (Attachment #5)

Building “B” is a one-storey office building that is square-shaped, with a proposed height of 7.35m. The primary façade is the south elevation that will face Building “C”. This elevation incorporates a mix of buff and tan-coloured brick, a tan-coloured stucco system, and reflective green glazing and reflective grey spandrel glazing. There are two entrance locations on this elevation, and each will have a canopy above. The east elevation faces Keele Street and incorporates a large amount of the glass features to complement the buff and tan-coloured brick, as well as, the tan-coloured stucco material. The west elevation faces the proposed industrial building and is primarily comprised of the buff colored brick and incorporates both types of the green coloured glass at the southwest corner. This elevation includes one overhead door. The north elevation will face lands that will be transferred to the MTO, and is primarily comprised of the buff-coloured brick with tan-coloured brick detailing, and glazing at the northeast corner. A buff coloured brick wall will screen the proposed loading area that will be located on the north side of the building.

c) Building “C” (Attachment #6)

Building “C” is a three-storey office building that is square-shaped, with a proposed height of 12.5m. The primary façade is the north elevation that will face Building “B”. This elevation incorporates green reflective glazing with grey reflective spandrel glazing, together with tan and buff coloured brick and a buff coloured stucco. There are 6-door openings that are divided into three entrances covered by canopies. The middle entrance is the focal point and includes the use of tan coloured brick from grade level to the full height of the building. Buff coloured stucco is also used above the doors to the top of the building. The west elevation, east elevation (that faces Keele Street) and the south elevation (that faces Snidercroft Road) are of similar designs to the north elevation. Minor door entrances are provided on the west and south elevations.

Staff will work with the applicant to confirm that all roof top mechanical units will be adequately screened. The final building elevations will be approved to the satisfaction of the Development Planning Department.

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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 reviewed the proposed Site Plan Application in accordance with the policies of the Official Plan and the requirements of the Zoning By-Law, and is satisfied that the two proposed office buildings and one multi-unit industrial building will facilitate an appropriate development of the site, subject to the conditions of approval identified in this report, including obtaining the required variances from the Committee of Adjustment. On this basis, Staff recommends approval of the Site Plan Application.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building Elevations – Building “A”
5. Building Elevations – Building “B”
6. Building Elevations – Building “C”

Report prepared by:

Clement Messere, Planner, ext. 8791
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 68, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

68

**SITE DEVELOPMENT FILE DA.05.003
GANZ REALTY LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 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.05.003 (Ganz Realty 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 5 employment use buildings on an 8.76ha site, as shown on Attachment #2, with the following floor areas:

Building "A" (industrial building):	2,626.40m ²
Building "B" (17-unit industrial building):	8,467.35m ²
Building "C" (14-unit industrial building):	5,833.80m ²
Building "D" (industrial building):	10,084.50m ²
Building "E" (multi-unit industrial building):	<u>7,576.15m²</u>
Total Floor Area:	34,588.20m ²

This report addresses the building elevations for the 5 buildings, as shown on Attachments #3 and #4.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Regional Road 7, between Highway 427 and Roybridge Gate, in Lot 5, Concession 9, City of Vaughan.

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

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Building “A” (Attachment #3)

The rectangular-shaped building is to be constructed to a height of 8.8m and has frontage on both Highway 427 and Regional Road 7. The north elevation faces Regional Road 7, and utilizes building materials consisting of two types of pre-cast wall paneling being buff-coloured exposed aggregate paneling, with buff coloured light sandblasted paneling and blue vision glass and blue spandrel glass. The west elevation faces Highway 427, and has the same characteristics. The south elevation is similar to the north elevation and both elevations include a double door entry. The east elevation faces internally into the site and is comprised primarily of buff-coloured exposed aggregate pre-cast paneling and buff-coloured light sandblasted pre-cast paneling with blue spandrel glazing at the corners, and four angled loading dock doors.

Building “B” (Attachment #3)

The rectangular-shaped, multi-unit building is to be constructed to a height of 8.8m, and has frontage on Regional Road 7. The north elevation faces Regional Road 7, and utilizes building materials consisting of pre-cast buff coloured exposed aggregate panels and buff-coloured light sandblasted paneling, with blue-coloured spandrel glass and blue vision glass. This elevation includes seven double-door openings that are accentuated by using a pre-cast wall with an arch that surrounds glass paneling on all sides of the doors. The east and west elevations both face internally to the site. The east elevation has two double-door openings that are accentuated similar to the north elevation. The west elevation is comprised primarily of buff-coloured light sandblasted pre-cast panels with a row of blue spandrel glazing at the northwest corner, and also includes a drive-in door. The south elevation faces Building “D”, and comprises a mix of both pre-cast wall paneling types, without any glass, and includes ten angled loading dock doors and one drive-in door.

Building “C” (Attachment #3)

The rectangular-shaped, multi-unit building is to be constructed to a height of 8.8m, and has frontage on Regional Road 7. The north elevation faces Regional Road 7, and utilizes building materials consisting of pre-cast buff-coloured exposed aggregate panels and buff-coloured light sandblasted paneling, with blue-coloured spandrel glass and blue vision glass. This elevation includes four double-door openings that have been accentuated by using a pre-cast wall with an arch that surrounds glass paneling on all sides of the doors. The east elevation faces lands that will comprise phase 2 of this development (future service commercial), and includes 2 double-door openings that are accentuated by using an arching pre-cast wall around glass paneling. The west elevation is comprised primarily of the buff-coloured light sandblasted pre-cast panels with a row of blue spandrel glazing at the northwest corner, and includes a drive-in door. The south elevation faces Building “E” and comprises a mix of both pre-cast wall paneling, without any glass, and includes seven angled loading dock doors and one drive-in door.

Building “D” (Attachment #4)

The rectangular-shaped building is to be constructed to a height of 9.8m and has frontage on Royal Group Court (a private road). The south elevation faces Royal Group Court and utilizes building materials consisting of pre-cast buff-coloured exposed aggregate panels and buff-coloured light sandblasted paneling, with blue-coloured spandrel glass and blue vision glass, and includes three double-door openings. The east and west elevations both face internally to the site and are comprised of the two types of pre-cast wall paneling with spandrel glass at the corners with exception of the northeast corner, which has a sandblast finish. The north elevation faces Building “B”, and comprises a mix of both pre-cast wall paneling, with a single column of glass at the northwest corner. This elevation includes thirteen angled loading dock doors.

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Building “E” (Attachment #4)

The rectangular-shaped, multi-unit building is to be constructed to a height of 9.8m and has frontage on Royal Group Court. The south elevation faces Royal Group Court and utilizes building materials consisting of pre-cast buff-coloured exposed aggregate panels and buff-coloured light sandblasted paneling, with blue-coloured spandrel glass and blue vision glass, and includes two double-door openings. The west elevation faces internally to the site and is predominantly comprised of the two types of pre-cast wall paneling with a column of blue spandrel glass at the southwest corner. The east elevation faces lands that will comprise phase 2 of this development (future service commercial), and is comprised of the two predominant types of pre-cast wall paneling with a column of blue spandrel glass at each corner. The north elevation faces Building “C”, and comprises a mix of both pre-cast wall paneling, with a single column of spandrel glass at the northeast corner. This elevation includes eight angled loading dock doors.

The elevations proposed for each of the five buildings indicate the use of a 1.0m high parapet wall around the perimeter of the buildings in order to screen the roof-top mechanical units. Planning Staff will work with the applicant to confirm that all roof-top mechanical units are appropriately screened. The elevations provided do not include wall signage and, must comply with the Sign By-law upon application of a Building Permit at a later date.

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 five industrial buildings.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan (Buildings "A", "B" & "C")
4. Elevation Plan (Buildings "D" & "E")

Report prepared by:

Clement Messere, Planner, ext. 8791
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 69, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

69

**DRAFT PLAN OF SUBDIVISION FILE 19T-05V03
TONLU HOLDINGS LIMITED
REPORT #P.2005.30**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Subdivision 19T-05V03 (Tonlu Holdings Limited) as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1.
2. THAT the Subdivision Agreement shall contain a provision requiring the Owner to pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-In-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
3. THAT the following street name for Draft Plan of Subdivision 19T-05V03 (Tonlu Holdings Limited), as shown on Attachment #4, BE APPROVED:

STREET

Street 'A'

PROPOSED NAME

Golden Spruce Lane

4. THAT Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Draft Plan of Subdivision Application 19T-05V03 be allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 7 of the York Water Supply System, for a total of 23 townhouse residential units, following the execution of a subdivision agreement to the satisfaction of 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 an application for Draft Plan of Subdivision approval on the subject

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lands shown on Attachment #2 to create one block, under a single registered M-Plan, which will facilitate the future development of the 0.5 ha parcel for a mixed-use, 23-unit townhouse and office/commercial development, on a common element condominium road.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the west side of Keele Street, north of Major Mackenzie Drive, in Part of Lot 21, Concession 4 (10028-10036 Keele Street), City of Vaughan. The vacant 0.5 ha parcel has 42.763m frontage along Keele Street with an average lot depth of 104.7m.

The subject lands are designated "Maple Commercial Core Area" by OPA #350, as amended by OPA #573, and zoned C1(H) Restricted Commercial Zone with Holding 'H' provision by By-law 1-88. The surrounding land uses are as follows:

- North - existing commercial and residential use (C1 Restricted Commercial Zone and R2 Residential Zone, respectively)
- South - existing residential and commercial use (C1 Restricted Commercial Zone)
- East - Keele Street; existing commercial use and a financial institution (C1 Restricted Commercial Zone)
- West - vacant (R1 Residential Zone); proposed residential development consisting of two, 3-storey mixed-use buildings and 30 residential townhouse units (File Z.04.045)

On April 22, 2005, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole on May 16, 2005, to receive the Public Hearing report and to forward a technical report to a future Committee meeting, was ratified by Council on May 24, 2005.

Official Plan

The site is designated "Maple Commercial Core Area" by OPA #350 (Maple Community Plan), as amended by site-specific OPA #573, which permits the intensification of the subject lands and residential uses as a primary use in a mixed commercial/residential development on the subject lands. The proposed draft plan of subdivision will facilitate a development that conforms with the Official Plan.

Zoning

On February 28, 2005, Council approved Zoning By-law Amendment Application Z.03.094 and Site Development Application DA.04.069 to rezone the subject lands from C1 (H) Restricted Commercial Zone with an "H" Holding provision to C1 Restricted Commercial Zone with site-specific zoning exceptions. The applications will facilitate the development of a three-storey, mixed-use building along Keele Street with 233m² of ground floor business and professional office uses and five residential units above, and eighteen townhouse units on the balance of the lands as shown on Attachment #4.

Subdivision Design

The draft plan of subdivision shown on Attachment #3 consists of one 0.5 ha block (Block 1) with 42.7m frontage on Keele Street and an average depth of 104.7m; a 0.3m reserve extending along Keele Street, except at the approved access location; and a block for a Regional road widening.

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The ultimate development of Block 1 will consist of three (3) townhouse blocks (18 units) accessed by a private driveway, and a mixed-use building fronting onto Keele Street consisting of ground floor business and professional office use and 5 (five) residential units above, as shown on Attachment #4.

The co-ordination of land use, servicing, and traffic connections with the adjacent lands, has been considered in the context of the approved Site Development Application (DA.04.069) and Zoning By-law Amendment Application (Z.03.094). Both applications facilitate the proposed townhouse development, which will be sited on freehold lots, with access onto a common element road, and provided with common amenity areas.

The proposed block within one registered M-Plan will enable the townhouse lots to be created through the lifting of Part Lot Control. The common blocks for the private road and amenity areas will be created through a Draft Plan of Condominium.

Servicing

The Engineering Department has reviewed the proposed plan and advised that the subject development is located within the Maple Service Area and is a natural tributary to the Keele Street Collector. Based on the City's current Vaughan Water Pressure Districts (2026 Condition) Plan, the development falls within the servicing area of Pressure District 7 of the York Water Supply System. The existing watermains, and storm and sanitary sewers on Keele Street will provide connections for this development. Connections to the existing infrastructure will be subject to confirmation that there are no downstream constraints in the existing system.

In addition, financial contributions for the proportionate share towards any external municipal services that have been designed and oversized by others to accommodate the plan will be required from the subject development.

Parkland Dedication

The implementing Subdivision Agreement will contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid at the rates stipulated in accordance with the City's approved Cash-In-Lieu of Parkland Policy. However, the approved site plan does not include parkland, and therefore, the Owner will be required to provide cash-in-lieu of parkland dedication in accordance with the provisions of the Planning Act.

Region of York

The Regional Municipality of York has no objection to draft approval of the plan of subdivision, provided water and sewer capacity has been allocated, and subject to the conditions of draft approval provided in Attachment #1.

School Boards

The York Region District School Board and Conseil Scolaire de District Catholique Centre-Sud have forwarded their comments, and do not object to the proposed draft plan of subdivision. The York Catholic District School Board has not forwarded comments or conditions respecting the proposed draft plan of subdivision, however, the School Board did not have any objections to the proposed development of the subject lands through the recent review of the zoning by-law amendment and site plan applications in terms of school capacity.

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Canada Post

Canada Post Corporation has provided their comments and has no objection to the proposed plan of subdivision, subject to the conditions of draft approval provided in Attachment #1.

Street Name

Planning Staff has reviewed the proposed street name of "Golden Spruce Lane", which is identified as "Street 'A'" on Attachment #4, and there were no concerns regarding the name. The Planning Department for the Region of York also does not have any objections to the proposed name. The report includes a recommendation to approve the street name of "Golden Spruce Lane".

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 application for Draft Plan of Subdivision to facilitate the creation of one (1) block, in consideration of the Official Plan, By-law 1-88, the approved site plan, and the existing and planned land uses in the surrounding neighbourhood. The proposed single subdivision block will facilitate the creation of freehold townhouse lots to be created through the lifting of Part Lot Control, with the common blocks for the private road and amenity areas to be created through a Draft Plan of Condominium. Staff is satisfied that the proposed draft plan of subdivision is appropriate to facilitate a future townhouse and office/commercial common elements condominium.

For these reasons, Staff recommends approval of the draft plan of subdivision application, with the conditions of approval provided in Attachment #1.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-05V03
4. Approved Site Plan

Report prepared by:

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Mauro Peverini, Senior Planner, ext. 8407
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 27, 2005

Item 70, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

70

**ZONING BY-LAW AMENDMENT FILE Z.04.060
1599732 ONTARIO LIMITED
REPORT #P.2004.110**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning By-law Amendment File Z.04.060 (1599732 Ontario Limited) BE APPROVED, to rezone the subject lands shown on Attachment #1 from A Agricultural Zone to C5 (H) Community Commercial Zone with the addition of the Holding Symbol (H), to facilitate a severance of the property, and the future development of the lands with a gas bar and car wash, subject to the following:

- a) that the following additional site-specific uses shall be permitted on the subject lands zoned C5 Community Commercial Zone:
 - automobile gas bar
 - car wash; and
 - automobile service station;
- b) that the following uses shall not be permitted on the subject lands:
 - supermarket; and
 - drive-through;
- c) the Holding 'H' provision shall be removed from the subject lands, upon Council's approval of a Site Development application.

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 application to amend the Zoning By-law to rezone a 0.762 ha parcel shown on Attachment #1 from A Agricultural Zone to C7 Service Commercial Zone. The rezoning would facilitate the severance of the property from a larger 4.28 ha property in the same ownership; and the future development of the site with a gas bar and a car wash. The Owner has requested that the commercial lands be pre-zoned with a Holding 'H' provision, to facilitate the opportunity for severance of the property, with future consideration of a site plan application at a later date.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Major Mackenzie Drive, east of Weston Road, in Lot 21, Concession 5, City of Vaughan.

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The Owner's total landholding consists of a 4.28 ha parcel at the northeast corner of Major Mackenzie Drive and Weston Road, as shown on Attachment #2. The applicant is proposing to rezone a 0.76 ha block to be severed from the larger parcel and developed as a gas bar and car wash at the southeast corner of the property. The balance of the parcel (3.52 ha) will be retained by the Owner and is not proposed for development at this time.

The subject lands are vacant and being used for agricultural purposes.

The subject lands are designated "Village Core" by OPA #600, as amended by OPA #650, and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - farmland, residential/future District Centre (A Agricultural Zone)
- South - Major Mackenzie Drive; vacant/future commercial (A Agricultural Zone)
- East - residential/future Medium Density Residential/Commercial (A Agricultural Zone)
- West - Weston Road; farmland, residential/future District Centre (A Agricultural Zone)

Although the portion to be retained is not presently the subject of any development applications, a variance was granted to the Owner on November 24, 2004, to permit two temporary sales pavilions associated with residential subdivision development to the north of the property. Access to the sales pavilions is provided via a driveway from Major Mackenzie Drive, located just west of the lands that are subject to this application. The subject lands to be rezoned are currently vacant.

Public Hearing

On November 5, 2004, a Notice of Public Hearing was circulated to all landowners within 120 m of the subject lands, and to the Vellore Village Residents Association, the Vellore Woods Ratepayers Association, Columbus Trail Residents Association, and Millwood Woodend Ratepayers Association. To date, comments have been received from the abutting landowner to the east identifying site plan related issues including access to the property, site layout, and whether it is appropriate to deal with the application on only a portion of the overall landholding.

The Public Hearing was held on November 29, 2004. At the Hearing, the abutting landowner to the east raised questions regarding access to the site, building location, and the future zoning on the remainder of the site.

Since that time, the applicant has met with the adjacent landowner to discuss their concerns. The recommendation of the Committee of a Whole, to receive the Public Hearing report and to forward a technical report to a future Committee of a Whole meeting, was ratified by Council on December 6, 2004.

Official Plan

The subject lands are designated "Village Core" by OPA #600, as amended by OPA #650 (Vellore Village District Centre Plan). OPA #650 was subject to two appeals to the Ontario Municipal Board (OMB). These appeals were approved by the OMB, in a decision on January 24, 2005, which modified the road pattern, as shown on Attachment #3.

The "Village Core" designation in OPA #650, permits a broad range of retail functions and uses catering primarily to the needs of Vellore residents. The policies of Section 3.3.2. (v) of OPA #650

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permit auto-oriented commercial uses on properties located at the intersections of Major Mackenzie Drive with the primary roads and around the outer edges of the Village Core. This section of OPA #650 specifically refers to the intersection of Starling Boulevard and Major Mackenzie Drive as an appropriate location for auto-oriented commercial uses such as a gas bar and service centre within the Village Core. Section 3.3.2 (v) also indicates that drive-through uses are not permitted within the Village Core.

OPA #650 outlines the road network for the Vellore Village Core area. The subject lands are adjacent to the future extension of Starling Boulevard (a primary road), which will be a primary intersection with Major Mackenzie Drive within the “Village Core” area. Access to the site is proposed from both Major Mackenzie Drive and Starling Boulevard.

Since the future severance will fragment their land ownership within the “Village Core”, Section 8.0 of OPA #650 requires that a Development Concept Report be prepared to demonstrate the manner in which the severed parcel could be developed and integrated with the retained and adjacent lands. The applicant has submitted a Development Concept Report that was reviewed by Staff and is discussed later in this report. The zoning amendment application complies with the Official Plan, except for a drive-through use, which the applicant was seeking, but is specifically prohibited by OPA #650.

Vellore Village District Centre Plan (OPA #650)

The proposed uses are consistent with the “Village Core” policies of OPA #650, which permit auto-oriented commercial uses within the “Village Core” and specifically contemplate auto oriented uses at the intersection of Major Mackenzie Drive and Starling Boulevard. Drive-through uses however, are not permitted within the Village Core area.

The implementation policies of OPA #650 require all new development to proceed through subdivision control. To facilitate the development of this site, applications for site plan approval and draft plan of subdivision approval and/or consent are required. The applicant is proposing the consent process to create the 0.762 ha parcel.

The proposed zoning amendment application will facilitate a severance of the overall landholding thereby fragmenting the parcel. The “Village Core” area policies of OPA #650 require the submission of a Development Concept Report to demonstrate the manner in which the severed parcel could be developed and integrated with the surrounding land uses. The Owner has submitted a Development Concept report prepared by Brutto Consulting, dated March 2005, which includes an overall development plan as shown on Attachment #4. The report and plan identifies an internal road system and development blocks containing either residential, commercial or public institutional uses.

Staff has reviewed the Development Concept Report and is satisfied that it provides a framework to guide the future development of the northeast quadrant of the Village District Centre. A Site Development Application must be submitted for the 0.762 ha parcel, in order to allow for the evaluation of the appropriate site layout, building elevations, parking and on-site circulation, driveway access, landscaping and urban design treatment of the site. A draft plan of subdivision will be required to develop the balance of the property.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. The zoning application proposes to rezone the site from A Agricultural Zone to C7 Service Commercial Zone to facilitate the severance of the 0.762 ha site, and the future development of a gas bar and car wash.

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Proposed Zoning

The C7 Zone is typically utilized in the vicinity of employment areas. The C7 Zone includes certain uses which would not be appropriate or are not permitted in the Vellore Village District context including automotive retail stores, a banquet hall, a car rental service, drive-through uses, motel and a tavern. Staff recommends that the subject lands be rezoned to C5 Community Commercial Zone to more accurately reflect the role of the District Centre. The C5 Zone will be amended to include a automobile gas bar and a service station and car wash as permitted uses consistent with OPA #650. A drive-through will be prohibited on the site as required by the Official Plan. A supermarket will be deleted from the list of permitted C5 Zone uses, since the subject lands would not be off sufficient size to accommodate this use.

The Owner has requested the lands to be rezoned for commercial uses with a “H”-Holding Zone provision. The pre-zoning of the subject lands to C5(H) Zone with Holding “H” provision will allow the lands to be severed, with future consideration of a site plan application at a later date.

Staff will require that a Site Development Application be approved by Council to facilitate future development on the site, prior to the removal of the Holding provision. A recommendation has been included to this effect. The site plan will illustrate the site design for the future gas station and car wash.

Roads

The applicant will be required to satisfy the City and Region of York with respect to traffic and access requirements. The subject lands presently have frontage on Major Mackenzie Drive and will gain frontage on the proposed extension of Starling Boulevard. The conveyance of land to the City will be required to accommodate the Starling Boulevard extension at the severance or draft plan of subdivision approval stage, whichever occurs first.

Other Gas Stations in the Area

Staff has reviewed the approved Official Plan policy respecting gas bars, service stations, and car washes in this area.

Section 4.2.2.7 of OPA #600, addresses the location of new gas bars and service stations within the City's new community areas, and indicates that there generally be no more than one gas bar/service station per intersection. The policies in the Vellore Village District Centre Plan and OPA #650, specifically indicates that auto-oriented uses may be located at the intersection of Starling Boulevard and Major Mackenzie Drive. The policies of OPA #650 preclude drive-through uses at this location.

The subject zoning application is the only application that is under consideration by Staff for a gas bar, service station or car wash use at the intersection of Major Mackenzie Drive and Starling Boulevard. The lands on the south side of Major Mackenzie Drive from Weston Road to Starling Boulevard will be developed for commercial purposes and do not include a gas bar, service station or car wash uses. There is an existing gas bar (Esso) outside of the Village Core area, on the south side of Major Mackenzie Drive and east of the subject lands, specifically at the southeast corner of Vellore Woods Boulevard and Major Mackenzie Drive, just west of the Highway #400 on-ramp, as shown on Attachment #1.

An application proposing a gas bar, convenience store and car wash has been received by the Development Planning Department, for a site on the north side of Major Mackenzie Drive, west of

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Weston Road, on the other side of the Village Core. That application is being considered as part of a larger plan of subdivision for the future development of the commercial uses at the northwest quadrant of Major Mackenzie Drive and Weston Road. Staff are satisfied that the number of gas bars/service stations in the area conform to the applicable policies of the Official Plan.

Region of York

The Region of York Transportation and Works Department has no objections to the proposed zoning amendment, however, the Region has requested that a future draft plan of subdivision identify: the existing topography of the lands and the Regional right-of-way; the preliminary details of how the streets will tie into the existing topography; the Starling Boulevard and Major Mackenzie Drive intersection alignment details; and, that Regional requirements regarding roads including, reserves, daylighting triangles, entrances and turn taper lanes be accurately detailed. The Region has also indicated that the Block 33 West Plan for OPA #650 established a 100m by 100m road pattern for the primary roads in the Village Core Area and that the alignment of a future east-west primary road will need to be reviewed to determine the impacts on the existing intersections at Weston Road and Major Mackenzie Drive and Starling Boulevard and Major Mackenzie Drive.

The Owner will be required to satisfy all requirements of the Region of York.

External Agency Comments

The Ministry of Culture has no objection to the rezoning, however, since the site is vacant and was used for agricultural purposes, an archaeological assessment is required as part of the site development process or as a condition of draft plan of subdivision approval, which ever occurs first.

The Toronto and Region Conservation Authority has indicated that if the site is to drain towards the Block 33 subdivisions, the storm water management ponds in Block 33 must be built first.

PowerStream Inc. has no concerns with the rezoning, and, will provide comments on the site development application at a future date.

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 application to amend the Zoning By-law in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law. The Owner has requested that the subject lands be zoned C7 Service Commercial Zone. This zone category is typically utilized adjacent to the City's employment areas, and the Department is of the opinion that it is not appropriate at this location. Accordingly, it is recommended that the lands be rezoned from A Agricultural Zone to C5 Community Commercial Zone, to more accurately reflect the role of the District Centre. The implementing zoning by-law will provide for an automobile gas bar, service station and car wash as permitted uses on the subject lands. These commercial uses would conform to the policies of OPA #650. A supermarket and drive-through use would be

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excluded from the list of permitted uses on the site. It is further recommended that the lands be zoned with a Holding "H" provision which allow the lands to be pre-zoned and severed. The Holding provision will not be removed until Council has approved a Site Development Application, identifying detailed site plan matters such a site layout, building elevations, and landscaping. The Development Concept Plan submitted by the Owner has demonstrated the manner in which the severed parcel can be developed and integrated with the future commercial and residential development on the balance of the applicant's lands within the Village Core.

In light of the above, Staff recommends approval of the proposed zoning amendment application, subject to the conditions of approval set out in the recommendation section of this report.

Attachments

1. Location Map
2. Staff Recommended Zoning
3. Vellore Village District Centre Plan (OPA #650)
4. Development Concept Plan

Report prepared by:

Laura Janotta, Planner, ext. 8634
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 71, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

71

STREET NAME APPROVAL
PARAMOUNT CANADA'S WONDERLAND

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT the following street name for Paramount Canada's Wonderland BE APPROVED:

STREET

Street 'A'

PROPOSED NAME

Canada's Wonderland Drive

Background

The location of Canada's Wonderland theme park is shown on Attachment #1, being part of Lots 16-21, Concession 5, City of Vaughan. The existing street to be named is located on the north side of Rutherford Road, along the east side of Highway #400.

The applicant has submitted a street name for approval. The proposed road is a private road servicing Canada's Wonderland theme park from the south. The Planning Department for the Region of York does not have any objection to the proposed street name.

Vaughan Staff has also reviewed the proposed street name, which is considered to be satisfactory.

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 name for the south entrance driveway into Paramount Canada's Wonderland.

Attachments

1. Location Map showing existing driveway

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 72, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

72

**KIRBY ROAD
REDUCTION OF SPEED LIMIT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated June 20, 2005:

Recommendation

Councillor Peter Meffe recommends:

THAT the current speed limit of 80 Km/h per hour along Kirby Road from Keele Street to Dufferin Street be reduced to 60 Km/h.

AND THAT staff post the appropriate signage.

Purpose

To reduce speed and improve traffic safety along Kirby Road from Keele Street to Dufferin Street.

Background - Analysis and Options

The Maplewood Ravines Community Association contacted my office with regards speeding and accident concerns along Kirby Road from Keele Street to Dufferin Street. The subdivision in this area is now built out and a reduction of the speed limit is appropriate. Currently the speed limit along this portion of the road is 80 Km/h. Immediately to the west along Kirby Road from Keele Street to Highway No. 27 the speed limit is 60 Km/h, where presently there are no residential homes.

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 reduction of the speed along Kirby Road will improve community safety and control speeding vehicles.

Attachments

Letter from Maplewood Ravines Community Association.

Report prepared by:

Adele Panicali
Councillor Executive Assistant

(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 73, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

73

PROACTIVE ENFORCEMENT OF BY-LAW 263-01, SECTION 3

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends that Enforcement staff adopt a pro-active approach to dealing with violations of Section 3 of By-Law 263-01 along the hydro corridor which bisects west Woodbridge between Rainbow Creek (in the vicinity of Brasswinds Court and Albany Drive) and Rutherford Road, exclusive of any portion of the corridor in areas subject to the control of the Toronto Region Conservation Authority.

Economic Impact

Nil

Purpose

Like a weed, the issue of the height of grass along this corridor is a perennial topic, returning faithfully every spring. To solve the problem, it is appropriate that staff address this matter in a new way, one which will ensure the concerns of neighbouring residents are dealt with in a timely fashion.

Background - Analysis and Option

There are several properties in west Woodbridge over which Ontario Hydro has an easement. Every spring abutting residents complain of uncut grass, and every spring enforcement staff request a prompt response by the landowner. At one time staff dealt with this issue by way of property standards, but the length of the notice period (30 days) and the possibility of appeal rendered that approach of little merit.

However, a section of a by-law passed in 2001, By-law No. 263-01, requires the owner of any vacant lot to maintain grass at less than one foot, and failing that, permits the City to issue an order to comply within seven days from the date of the issuance of the order, and failing that, allows the City to cut the grass to an appropriate height and charge the cost to the property owner.

By directing staff to take a pro-active approach in respect of this site, staff will, every spring, be charged with issuing an order immediately the grass exceeds the one foot limit, doing so without having to wait for a formal complaint from an abutting resident. This should force the offending landowners to take prompter action and preclude the usual host of complaints from the considerable number of residents on both sides of this corridor.

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

Authorizing staff to take a pro-active approach to enforcement of Section 3 of By-Law No. 263-01 will means perennial concerns of abutting residents can be addressed in advance of their annual complaints in respect of grass height along this hydro corridor.

Attachments:

None

Report prepared by:

Councillor Tony Carella

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Item 74, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

74 COMMUNITY MEETING REGARDING MICHAEL FITZGERALD PARKETTE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 20, 2005:

Recommendation

Councillor Tony Carella recommends that appropriate staff be directed to attend a meeting with the residents of Islington Woods, to discuss on site the present and future status of Michael Fitzgerald Parkette, such meeting to be arranged by the Islington Woods Ratepayers Association, with the attendance of the local councillor.

Economic Impact:

Nil

Purpose:

To obtain the views of the community on the current and future status of this parkette.

Background - Analysis and Options:

Abutting Boyd Conservation Area, Michael Fitzgerald Parkette is located in Islington Woods, a small subdivision immediately south of Al Palladini Community Centre and Emily Carr High School. Local residents have concerns relating to the size of the park, its maintenance, and facilities, and would like to discuss these concerns with appropriate staff on site, in company with the local councillor.

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 appropriate for staff to be aware of the views of local residents in respect of a neighbourhood parkette.

Attachments:

None

Report prepared by:

Councillor Tony Carella

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Item 75, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

75

VICEROY ROAD – NO PARKING SIGNS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated June 20, 2005:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That “No Parking” signs be installed on both the north and south side of Viceroy Road, between Futurity Place and Dufferin Street.

Economic Impact

N/A

Purpose

To alleviate parking control issues on Viceroy Road.

Background - Analysis and Options

Viceroy Road is an industrial area, and as a result, businesses have complained about large trucks, cabs, and large trailers, without cabs, being parked on this roadway for days, without being moved. As these are large vehicles, they do block sight lines for vehicles exiting driveways, and they reduce the number of traffic lanes on a high volume street, thereby raising safety concerns. As well, large vehicles exiting driveways that are required to make wide turns may be impeded as well.

The Bylaw Department did run a report to determine the number of parking violation tickets issued on Viceroy Road since January 2004, and the total number of tickets issued was 83 with the breakdown as follows:

Overnight Parking Violations – 45 tags issued
Three-hour Parking Violations – 38 tags issued

Engineering Traffic staff did conduct observations of Viceroy Road on March 9, 2005 (see attachment 3); however these three one-hour periods of observation do not seem to accurately reflect the parking control issues occurring on the roadway. The number of Bylaw infractions suggests that the problem has been ongoing and persistent for the last year and a half.

Relationship to Vaughan Vision 2007

- 1.1.3 Identify and implement innovative traffic management alternatives to improve general traffic safety.

This report is consistent with priorities previously set by Council.

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Conclusion

In response to safety issues concerning parking control issues on Viceroy Road, it is recommended that “No Parking” signs be installed on both the north and south sides of Viceroy Road, from Futurity Place to Dufferin Street.

Attachments

1. Letter from Milestone Group
2. Bylaw Ticket Report for Viceroy Road
3. Engineering Observations of Viceroy Road for March 9, 2005

Report prepared by:

Cindy Furfaro-Benning, Council Administrative Assistant

(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 76, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

76

**ZONING BY-LAW AMENDMENT FILE Z.03.015
SITE DEVELOPMENT FILE DA.04.023
JANE-RUTH DEVELOPMENT INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Ontario Municipal Board be advised that Council endorses the approval of Zoning By-law Amendment File Z.03.015 (Jane-Ruth Development Inc.), subject to the following:
 - a) That By-law 1-88 be amended as follows:
 - i) rezone the subject lands from A Agricultural Zone and OS1 Open Space Conservation Zone to RA3 Apartment Residential Zone, OS1 Open Space Conservation Zone, and C1(H) Restricted Commercial Zone with the addition of the Holding Symbol "H" in the manner shown on Attachment #15;
 - ii) permit a maximum residential density on the subject lands of 200 units per hectare or a maximum Floor Space Index of 2.7, whichever is the lesser;
 - iii) require the following minimum building setbacks for the lands zoned RA3 Apartment Residential Zone:
 - 115.5m from the north property line, abutting the CN pullback track;
 - 2.5m from the westerly property line;
 - 20m from the southerly property line;
 - 10m from an OS1 Open Space Conservation Zone;
 - 0.0m for a portion of a building or structure located below grade;
 - iv) permit a maximum residential building height of 16 storeys or 50m, exclusive of accessory roof construction such as mechanical penthouses, elevators, antenna, parapet walls or roof top equipment in an RA3 Residential Apartment Zone;
 - v) provide an exception to the definition of a "lot" to consider this site as one lot for zoning purposes regardless of future conveyances, easements, etc. made on the property;

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- vi) require a minimum amenity area of 49.9m²/ residential dwelling unit;
 - vii) prohibit any buildings or structures in the tree preservation area shown on Attachment #15;
 - viii) exclude the lands from Sections 3.8(g) and (i), 3.21, and 4.1.4(f) respecting the minimum access and driveway width, frontage on a public street, intersection of a driveway with a street, and driveway dimension requirements;
 - ix) require a minimum landscape strip of 2m along a lot line that abuts a street line;
 - x) prohibit the following uses and require a minimum building setback and development standards for the lands zoned C1 General Commercial Zone as follows;
 - prohibit the following uses on the subject lands: automotive retail store; boating showroom; funeral home; laboratory; and a radio transmission establishment;
 - a 1.5 m setback from a building to the north lot line abutting the CN pullback track;
 - a 10m building setback from an OS1 Open Space Conservation Zone;
 - a 6m building setback from the westerly property line;
 - a 3 m building setback to the south limit of the Commercial Zone;
 - a 50m maximum building height for a hotel or an office building;
 - a 6m minimum building height;
 - prohibit any building or structure within the tree preservation area shown on Attachment #19;
 - permit a maximum gross floor area for an office building or hotel of 2.0 times the lot area;
 - xi) require that no building permit shall be issued for any unit on the subject lands prior to the applicant submitting an application for draft plan of condominium;
 - xii) any other exceptions that may be required to implement the final approved site development application; and
 - xiii) require that the proposed driveway from Jane Street shall be utilized exclusively for access to the residential development and shall not be used to provide access to the abutting commercial lands.
- b) That prior to the Ontario Municipal Board issuing its' Decision Order respecting the implementing zoning by-law, the Owner shall submit a survey, prepared by an Ontario Land Surveyor, which establishes:
- the final development limits of the subject lands to the satisfaction of the Toronto and Region Conservation Authority and the City; and,
 - the boundary of the proposed tree preservation area identified in the draft zoning by-law.

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- c) That in accordance with the requirements of the Official Plan, the Open Space lands be zoned OS1 Open Space Conservation Zone and dedicated to the Toronto and Region Conservation Authority (TRCA) or City of Vaughan free of all costs and encumbrance.
- 2. THAT the Ontario Municipal Board be advised that Council endorses the approval of Site Development File DA.04.028 (Jane-Ruth Development Inc.), subject to the following:
 - a) the Owner shall submit a noise impact assessment study to the satisfaction of the City, in consultation with CN Rail, to address the noise issues identified in the OMB's Decision Order, and as required by the Ministry of the Environment guidelines; and that the City shall select a qualified noise consultant to conduct a peer review of the study, at the Owner's expense;
 - b) that the final site plan, building elevations, landscape plan and cost estimate shall be approved to the satisfaction of the Development Planning Department;
 - c) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority;
 - d) the Owner shall satisfy all requirements of the Region of York;
 - e) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - f) the Owner shall satisfy all requirements of the Fire Department;
 - g) that the residential development shall proceed by way of a draft plan of condominium;
 - h) that the internal road connecting the site from Rutherford Road to Jane Street be constructed as part of Phase 1 of the proposed development;
 - i) that the site plan agreement include the following clauses:
 - i) "The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to the high density rate applicable on a per unit basis or 5% of the value, whichever is higher, for the residential component, and 2% for the commercial component, prior to the issuance of a building permit, in accordance with Section 42 of the Planning Act and the City's cash-in-lieu 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."
 - ii) "The Owner shall undertake the necessary noise study(ies) required to recommend the materials and construction methods to be employed to meet the stationary noise source criteria in all areas of the proposed building."
 - iii) "The Owner shall agree to implement all of the recommendations of the final approved noise study and that prior to the issuance of a building permit, a qualified engineer shall certify that the building plans implement the recommendations of the approved noise study(ies)."

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- iv) “The Owner acknowledges and agrees that the proposed driveway access from Jane Street shall be used for residential purposes only and shall not be used to facilitate access to the abutting commercial lands.”
3. THAT the OMB be requested to withhold its’ Order respecting the Zoning By-law Amendment and Site Development Applications pending:
- i) clarification from the OMB with respect to the timing of construction of the intervening commercial land uses and/or noise abatement measures and any interim noise abatement measures, if required;
- ii) the Owner satisfying all the conditions of site plan approval set out above; and
- iii) the final development and tree preservation area limits being confirmed to the satisfaction of the City and the Toronto and Region Conservation Authority.
4. THAT The Owner shall submit a phasing plan to identify the proposed staging of development including, but not limited to: pedestrian and vehicular connections; trail system connections; amenity area; and landscaping; and that the Phasing Plan be included in the site plan agreement.
5. THAT Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:

“NOW THEREFORE BE AND IT IS RESOLVED THAT the proposed Site Plan Application DA.04.023 be allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 6 of the York Water Supply System, for a total of 467 residential apartment units, following the execution of a site plan agreement to the satisfaction of 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 Zoning By-law Amendment and Site Development Applications to rezone the subject lands from A Agricultural Zone and OS1 Open Space Conservation Zone to RA3 Apartment Residential Zone, C1 General Commercial Zone and OS1 Open Space Conservation Zone, and to provide the necessary zoning exceptions required to implement a proposed site development consisting of the following:

	Height	No. of Units	Gross Floor Area	Parking Spaces
Building A	16 storeys	242	22,387m ²	452
Building B	16 storeys	225	21,522m ²	450
Total	-----	467	43,909m ²	902
Total Developable (Residential) Site Area – 3.604ha (8.9 ac).				

The proposal represents two of four 16-storey high-density residential condominium buildings for the residential portion of the property.

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Background - Analysis and Options

The subject lands are located on the northeast corner of Jane Street and Rutherford Road, in Lot 16, Concession 4, City of Vaughan. The site is currently developed with an existing dwelling and a sales office is being constructed on the property. The natural features of the property consist of a tributary of the West branch of the Don River, a pond, a mix of plants, ornamental trees and vegetation associated with the watercourse.

The lands are part of the Vaughan Centre Secondary Plan Area as defined by OPA #600, as amended by OPA #626 and approved by the Ontario Municipal Board on April 19, 2005 as part of Decision Order 0982. OPA #626 designates the subject lands "High Density Residential/Commercial" and "Valley Lands" with a Storm Water Management overlay. OPA #626 is a site-specific official plan amendment, which facilitates the proposed development. The property is currently zoned A Agricultural Zone by By-law 1-88, as amended, subject to site-specific Exceptions 9(669) and 9(801). The Owner filed an application to amend the Zoning By-law to rezone the subject lands from A Agricultural Zone and OS1 Open Space Conservation Zone to RA3 Residential Apartment Zone, C1 General Commercial Zone and OS1 Open Space Conservation Zone to implement the proposed development. The OMB in Decision Order 1815 approved the zoning amendment application and directed that the implementing zoning by-law reflect the final site plan design that is approved. The existing surrounding land uses are:

- North - CN Pullback Track (M3 Transportation Industrial Zone) and vacant (A Agricultural Zone)
- South - Rutherford Road; vacant land/applications approved to permit a four-storey office building and employment uses (EM1 Prestige Employment Area Zone)
- East - existing dwelling (A Agricultural Zone)
- West - Jane Street; vacant land (C1 (H) Restricted Commercial Zone and C8 (H) Office Commercial Zone, both with the Holding Symbol (H))

Ontario Municipal Board (OMB) Hearing

Pursuant to s.34 (11) of the *Planning Act*, the Owner filed an appeal to the Ontario Municipal Board (OMB) for the subject applications, as Council did not consider the applications within the time frames stipulated under the Act. On November 23, 2004, the OMB issued Decision Order #1815 wherein the Board allowed the appeals filed by Jane-Ruth Developments Inc. subject to the following:

- the property will be zoned to permit commercial uses (not including a banquet hall) on the lands closest to the pullback track and high-density residential/commercial uses beyond 150m from the south track of the pullback track;
- the Zoning By-law and/or site plan agreement will provide for a berm and/or fence along the north property line adjacent to the pullback track, to reach a height no less than 6m;
- the Zoning By-law will require a minimum height of three-storeys for any commercial building abutting the pullback track;
- the Zoning By-law and Official Plan will provide for a maximum residential density of 200 units per hectare, a total building floor area of 2.7 f.s.i. (floor space index) and a maximum building height of 16 storeys. The density and f.s.i. will be calculated over the lands used for the residential portion of the site only. Any of these standards may operate to limit the amount of floor space, height of the buildings, and number of buildings;
- that the Zoning By-law include a provision that the residential development must proceed by way of plan of condominium;
- that it is not appropriate for the building at the corner of Jane Street and Rutherford Road to be located closer to the street;

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- that the Official Plan Amendment refer to Tables LU-131, of the Ministry of the Environment Guidelines, and that there will be no provision for a 5db (decibel) excess; and,
- that the implementing By-law should reflect the site design that is approved.

The OMB on April 19, 2005 issued an amending Decision Order (#0982) after hearing from the parties at the hearing on certain matters requiring clarification. The amending Order provides for the following:

- the 150m setback from the south rail of the CN pullback track applies to the residential buildings, not the residential zone boundary;
- that the reference to approximately 600 units on the site was a supportive statement only and that the factors controlling density on the lands are intended to be an f.s.i. of 2.7, the density of 200 units per hectare and the maximum building height of 16 storeys;
- that there must be a substantial intervening land use on the commercial lands and that development on the commercial lands must be configured so that the buildings can provide some shielding of the residential grounds from unacceptable levels of noise from the CN pullback track; and,
- the deletion of the requirement for a three-storey commercial building.

Policy Context

i) Provincial Policy Statement

The subject application was commenced prior to March 1, 2005 and therefore, is subject to the Provincial Policy Statement (PPS) issued under Bill 20. The PPS policies focus on the key provincial interests related to land use planning. Section 1.0, Developing Strong Communities, states (in part) that land requirements and land use patterns will be based on densities which efficiently use land, resources and infrastructure and public service facilities and support the use of public transit and the provision of a range of uses and opportunities for intensification in areas which have existing or planned infrastructure to accommodate them.

The PPS provides provisions for a full range of housing types and densities by encouraging all forms of residential intensification in built-up areas that have sufficient existing or planned infrastructure to create a potential supply of new housing units available from residential intensification.

The PPS states that long term prosperity will be supported by planning so that major facilities such as transportation corridors and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, odour and other contaminants. Corridors and rights-of-way for significant transportation and infrastructure will also be protected.

ii) Regional Official Plan

The Region of York Official Plan designates this site as "Urban Area" and both Jane Street and Rutherford Road as "Urban Corridors". The policies of the Regional Plan direct growth to areas designated as urban areas and encourage a mix of housing and employment uses along the urban corridors. The Regional Plan also includes housing policies that encourage a range of different housing forms, sizes and tenure.

The Regional Plan requires that noise, vibration and safety issues are addressed for land uses adjacent to railway corridors and terminal facilities.

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Region of York Planning Staff has advised they support the proposed land use change in so far as it is consistent with Regional Official Plan policies to provide a wider range of housing options for residents, and provide medium and higher density urban development adjacent to transit-intensive urban arterials.

iii) Site-Specific OPA # 626

As noted above, the OMB approved OPA #626, which redesignates the site as "High Density Residential/Commercial", "Valley Lands" with a "Stormwater Management" overlay. OPA #626 is a site-specific amendment that establishes the necessary framework to implement the proposed development.

iv) Ministry of Environment Guideline D-6

The Ministry of the Environment has issued Guideline D-6, *Compatibility Between Industrial Facilities and Sensitive Land Uses*. The objective of the D-6 Guideline is to prevent or minimize the encroachment of sensitive land uses upon industrial land uses. However, the OMB in Decision Order 1815 established specific noise criteria, which has been implemented through OPA #626, and will be implemented through the implementing zoning by-law and site plan agreement, as required.

Site Design

The Owner has submitted a context plan as shown on Attachment #2 for the overall Jane-Ruth Developments Inc. land holdings. More detailed site plans for Buildings "A" and "B" are shown on Attachments #3 and #4 respectively. The context plan shows four, 16-storey residential buildings organized around an internal access road, which runs from Rutherford Road and across the valley to a new east/west driveway from Jane Street. An electronic gate and a gatehouse are located at the ends of the internal road to control access and egress from the site. Building "A" is located at the corner of Jane Street and Rutherford Road and is separated from Buildings "B", "C" and "D" by the valley lands, which diagonally traverses the site. Building "B" will be the only other building that fronts onto Jane Street. The site will be developed as a condominium project and therefore, snow removal and garbage pick-up will be privately contracted.

The main amenity area for the overall project is located south of Buildings "C" and "D" adjacent to the valley lands and will not be developed as part of the construction of Buildings "A" and "B". A pedestrian walkway system is provided throughout the site, including a sidewalk on the east side of the internal road, and connections to the public sidewalks and into the valley lands.

The current site plan application will facilitate the development of Buildings "A" and "B" only. Building "A" is located at the northeast corner of Jane Street and Rutherford Road and setback from the street as directed in the OMB Decision Order. An internal driveway is located between the building and the arterial roads, which connects to the development north of the valley lands. A roundabout is located in front of the main entry of the building to provide a convenient drop off area for residents and visitors. Fifteen grade level parking spaces are provided opposite the main entrance off the internal road. Otherwise, all of the parking for Building "A" is located in an underground garage accessed via a driveway from the main internal road. The area between the internal access road and the arterial roads is landscaped and incorporates a large circular design feature anchoring the project at the corner. The garbage pick-up area is located on the north side of Building "A".

Building "B" is located on the north side of the valley, adjacent to Jane Street and is oriented in an

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east/west direction. The main front façade of the building faces north. The building can be accessed from Rutherford Road via the internal road or from Jane Street from a proposed new driveway. A roundabout is located in front of the main entrance to provide a convenient pick-up/drop-off for future residents and the underground parking garage is accessed from a driveway on the east side of the building. Two grade level parking spaces are located west of the main entrance accessed from the roundabout. The garbage pick-up area is located at the southeast corner of the building away from Jane Street. Minimal amenity area is provided for Building “B” on the actual development site.

Staff has discussed with the applicant the option of providing an enhanced architectural treatment for the driveway ramps leading to the underground parking facility in the form of a projecting canopy or other light structure that encloses a significant portion of the access throat into the parking area, which is not incorporated on the current submission. Staff recommends that the applicant review this issue with Staff, prior to final site plan approval.

The Owner will be required to file a subsequent site development application for Buildings “C” and “D”.

Density

The OMB established a maximum residential density of 200 units per hectare, to be calculated using the land area devoted exclusively for residential uses. The exact site area has not been finalized at this point in time since the final development limit of the property abutting the valley has not been confirmed. However, the site area appears to be in the order of 3.604 ha, which would result in a maximum of 721 residential units on the overall site. The Official Plan does not include any bonussing policies that would permit an increase in the maximum density. The OMB also prescribed a maximum gross floor area of 2.7 times the lot area and a maximum building height of 16 storeys. Any one of the parameters may operate to limit the amount of floor space or the height and number of buildings.

The OMB did not prescribe a density for the commercial lands, however, the applicant has provided a draft zoning by-law that sets out a maximum gross floor area on the commercial lands of 2 times the lot area.

Building Elevations

The elevations for Buildings “A” and “B” are similar in terms of their appearance and proposed construction materials and are shown on Attachments #5 - #10, inclusive. Each building is 16 storeys and 49.52 metres in height. The main entry to each building is composed of a double door surrounded by glass panels and framed with a precast concrete element. Each floor has a height of 2.95m except the main floor and penthouse levels, which have a height of 4.570m and 3.65m, respectively. The primary building material is precast concrete panels utilizing two different colours and textures to provide visual interest to the building. The base of each structure including the first three floors will be clad in a darker taupe coloured, exposed aggregate textured precast cladding. An architectural precast cornice molding is utilized as a transition feature to the upper storeys, which are finished in a smooth precast concrete panel with a lighter shade of the base colour. The architectural precast cornice molding is repeated at the upper levels and top of each building. A bronze coloured glass will be used for all the windows and three bronze metal domes are proposed at the roof level. Balconies are located on the east and west elevations of each building.

Parking

The minimum parking requirement for the proposed residential development is calculated as follows:

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Building “A”

Residential Parking – 242 units @ 1.5 spaces / unit = 363 spaces
Visitor Parking - 242 units @ 0.25 spaces / unit = 61 spaces
Total Required Parking Building “A” = 424 spaces

Building “B”

Residential Parking - 225 units @ 1.5 spaces / unit = 338 spaces
Visitor Parking - 225 units @ 0.25 spaces / unit = 57 spaces
Total Required Parking = 395 spaces

The site plan shows that parking is proposed as follows:

Building “A”

Residential Parking – 391 spaces
Visitor Parking - 61 spaces
Total Parking - 452 spaces

Building “B”

Residential Parking - 394 spaces
Visitor Parking - 56 spaces
Total Parking = 450 spaces

The visitor parking supply for Building “B” is deficient by 1 parking space, however, there is a surplus of resident parking spaces, one of which, can be converted to a visitor parking space and satisfy the minimum parking requirements of By-law 1-88. A four level underground parking garage is proposed for each building to accommodate the required parking spaces. The applicant will be required to show the location of the handicapped parking sign and to post it in front of these spaces.

Access

Access to the site is proposed from Rutherford Road via a 7m wide internal road that wraps around the front of Building “A”, crosses the valley and intersects with a new driveway access from Jane Street. This road is required in order to facilitate vehicular and pedestrian movement between the two development areas on this property. Consequently, the road should be built as part of phase one of the proposed development.

The Jane Street access is proposed to be signalized, and has a minimum width of 18m and incorporates a 6m wide centre landscaped median. This driveway is located immediately adjacent to the commercial lands and as designed, could facilitate future access to these lands. Staff does not support the joint use of this access for a private residential condominium development and a public commercial project. In order to ensure that this driveway is used solely for the residential component of the project, Staff has included conditions of approval requiring that a provision be included in both the zoning by-law and site plan agreement ensuring that this driveway be used to access the residential lands only.

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Transit Services

Bus stops are available on all four corners of Jane Street and Rutherford Road with varying levels of service via the “20 Jane-Concord” and “85/85A/85B – Rutherford/16th Avenue” York Transit bus routes. A York Transit 8 bus bay terminal is also located in the Vaughan Mills Development accessed from Jane Street, south of Rutherford Road, which provides access to additional public transit routes.

Landscaping

The Owner has submitted a Master Landscape Plan and Tree Inventory and detailed landscaping/planting plans for the proposed development as shown on Attachments #11, #12, #13 and #14. The landscape plans consist of a mix of coniferous and deciduous trees and ground plantings utilized along the street frontages, around each building and abutting the valley lands. The plans also illustrate proposed hard surfaced landscape areas including walkways and amenity areas. The plan includes a landscape feature on the northeast corner of Jane Street and Rutherford Road consisting of plant material, and a corner colonnade as shown on Attachment #15. The colonnade has a circular design and is constructed with precast concrete beams, a wood trellis and iron fencing. Benches, landscaping, lighting and a sculpture will be provided within this area and will function as an amenity area for the development. It is noted that a portion of this area encroaches into the Regional road right-of-way and therefore, Region of York approval is required.

Staff has reviewed the landscape plans and is generally satisfied with the proposed landscape treatment. The landscape cost estimate shall also be revised to reflect current market replacement costs.

It is noted that the draft zoning by-law includes a tree preservation area as shown on Attachment #15 wherein the construction of any building or structure will be prohibited. The final limits of the tree preservation area must be determined to the satisfaction of the Toronto and Region Conservation Authority.

Phasing

The overall development will be constructed in phases, however the Owner has not provided a phasing plan identifying the stages of development, which is of particular concern as it relates to the implementation of the vehicular and pedestrian connections, amenity area, trail systems and landscaping. A condition of approval has been included requiring that a phasing plan be submitted and approved to the satisfaction of the Development Planning Department and it will be implemented through the site plan agreement.

Zoning

The Owner has submitted a draft Zoning By-law in support of the Zoning Amendment Application to implement the proposed development and directions from the OMB. The draft by-law proposes to zone the residential and commercial portions of the lands to RA3 Apartment Residential Zone and C1 (H) Restricted Commercial Zone with the addition of the Holding Symbol “H” respectively, and includes several site-specific exceptions required to implement the proposal. The valley lands would be zoned OS1 Open Space Conservation Zone. The proposed exceptions to the by-law are briefly identified as follows:

- the commercial lands will be zoned with the Holding Symbol “H” to be lifted upon approval of a site development application;

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- an amendment to the definition of a “lot” is proposed that would allow the subject lands to be considered one lot for the purposes of zoning despite any future conveyances, severances or easements granted after the by-law comes into force;
- a proposed exemption from Sections 3.8(g) and (i) respecting the minimum width of a driveway accessing a parking area and the minimum angle of intersection between a driveway and a street, respectively;
- require a minimum landscaped strip of 2.0m abutting a lot line, whereas 2.4m is required;
- require a minimum setback of 0.0m from a lot line to the nearest building or structure below grade, whereas 1.8m is required;
- a proposed exemption from Section 4.1.4(f) respecting the dimensions of driveways;
- require a minimum lot area of 49.9m² /unit whereas 67m² is required;
- require a more restrictive minimum building setback to the Rutherford Road property line of 20m, whereas 7.5 metres is required;
- require a minimum building setback to the Jane Street property line of 2.5m, whereas 7.5m is required;
- require a minimum building setback to an OS1 Open Space Conservation Zone of 10m as required by the Toronto and Region Conservation Authority;
- establish a “tree preservation zone” in the by-law wherein buildings and structures are prohibited;
- require a minimum setback to a residential building of 115.5m to the CN pullback track as directed by the OMB;
- require a maximum building height of 16 storeys and a maximum gross floor area of 2.7 times the lot area on the lands zoned for residential purposes as directed by the OMB;
- require the following standards for respecting future development on the commercial lands:
 - i) permit a motel and convention centre as permitted uses in the C1 Restricted Commercial Zone;
 - ii) require a minimum interior side yard setback of 1.5m;
 - iii) require a minimum building setback to an OS1 Open Space Conservation Zone of 10m to implement the requirements of the Toronto and Region Conservation Authority;
 - iv) require a minimum building setback of 40m to Jane Street, whereas 9m is required;
 - v) establish a “tree preservation zone” in the by-law where buildings and structures are prohibited;
 - vi) permit a maximum building height of 50m for a hotel, business or professional office or an office building use only, whereas 11m is permitted;

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- vii) permit a minimum building height of 6.0 metres, whereas a minimum building height standard is not prescribed by the zoning by-law;
- viii) permit a maximum gross floor area of 2.0 times the lot area for the lands zoned C1 Restricted Commercial Zone, whereas the by-law permits a maximum 50% lot coverage and controls the maximum gross floor area on the site through minimum building setbacks and coverage requirements;
- require that no occupancy permits be issued prior to draft approval of a condominium application for the applicable building to implement the direction of the OMB.

Staff is generally satisfied that the zoning exceptions identified above are required to implement the proposed site plan. However, the following changes are recommended to the draft zoning by-law:

- i) A maximum building height for the residential buildings of 50m should be incorporated into the zoning by-law.
- ii) The by-law should establish a maximum residential density of 200 units per hectare on the residential lands as identified in the OMB Decision Order.
- iii) The draft by-law submitted by the Owner requires that “no occupancy permit shall be issued prior to draft approval of a condominium application for the applicable building.” The OMB Decision Order states that no “building permit” could be issued without a condominium application. The final implementing by-law should reflect the Board’s requirement.
- iv) The draft zoning by-law proposes to rezone the subject lands from A Agricultural Zone to C1 Restricted Commercial Zone. OPA #600 identifies the role of Vaughan Centre as providing a higher order of goods and services, including department stores, specialty stores, major chain stores, restaurants, cafes, places of entertainment and amusement, nightclubs, personal service shops, hotels, business and professional offices. The following uses permitted in the C1 Zone are considered inconsistent with the official plan and should be excluded from the implementing zoning by-law: automotive retail store; boating showroom; funeral home; laboratory; and a radio transmission establishment.
- v) The draft by-law would establish a minimum building setback from Jane Street of 40m whereas 9m is required in a C1 Zone. A 2.92m setback is proposed from Jane Street to residential Building “B”. A 40m setback could be contrary to the OMB Decision Order, which seeks to establish a significant intervening land use between the CN pullback track and the residential grounds and result in a building with little or no relationship to the street. The proposed setback would further be inconsistent with Section 2, Paragraph d) (ix) (1) of OPA #626, which encourages that buildings be sited to create an attractive streetscape along Jane Street. The proposed setback would likely result in a parking lot being located in the front yard. Accordingly, Staff recommends that the front yard setback for the commercial lands be reduced to 6m in order to achieve urban design objectives for Jane Street and be more consistent with the OMB Decision Order.

Noise Study

On June 3, 2005, the Owner submitted an updated Environmental Noise Analysis, prepared by Valcoustics Canada Ltd., and dated June 2, 2005. Staff has not had an adequate opportunity to review the noise study and therefore are unable to provide comments with respect to its’ conclusions. Staff recommends that a qualified noise consultant, undertake a peer review of the noise report prior to final approval of the site plan.

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The report concludes that the current site plan will comply with the MOE outdoor traffic noise criteria at designated at-grade outdoor amenity areas without any additional noise mitigation measures. The report further states that a 2m to 3m high sound barrier along the north boundary of the site will ensure compliance with the MOE noise guidelines over all the residential grounds, except for minor noise excesses north of Buildings “B”, “C” and “D” in certain cases. However, the report states that a sound barrier of 6m or greater will be no more effective, and thus the 2m-3m high barrier along the north property line satisfies the conditions of the Board’s decision. The exact height of the noise barrier will depend on the final grading, positioning and composition of the sound barrier (i.e. berm, fence, etc). It further states that the details of this sound barrier are more appropriately dealt with as part of the commercial site plan approval, not the zoning by-law.

The OMB Decision Order #1815 as amended by Order #0982 indicates the desire for a substantial intervening land use on the commercial lands in order to shield the residential grounds from noise. The plans submitted in support of the application do not illustrate any development or noise abatement measures (i.e. berm/fence) on the commercial lands, including the 2m-3 m high noise barrier recommended in the Environmental Noise Analysis report. The OMB further acknowledged that this requirement will remain unless the parties can demonstrate to the Board’s satisfaction that there are alternative means of achieving the effect of a substantial intervening use, and a reduction of noise on the residential grounds, or unless the parties can demonstrate that the requirements will result in insurmountable difficulties in the development of the commercial portion of the land and cannot achieve the desired objectives; and that some modification to the requirement is called for. At this point in time, the Owner has not provided any direction in this respect.

In addition, the OMB’s Decision Order, as amended, does not indicate the timing for the construction of the “substantial intervening land use” or any alternative as required to shield the residential grounds from noise in the interim. The commercial lands could remain undeveloped for several years thereby not addressing the Board’s concerns. Staff requests clarification from the Board in this matter and has included a condition in this respect. The OMB’s Order respecting the Zoning Amendment and Site Development Applications should be withheld pending clarification of this issue.

Toronto & Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has advised that the Owner and TRCA Staff met onsite on April 29, 2005 and agreed upon an approach to defining the development limits for the eastern portion of the site. The approach taken recognizes that a draw feature would be protected from any alteration or grading by a tree preservation line identified in the zoning by-law as a landscaped area wherein structures are prohibited. The TRCA has also advised that a detailed planting and restoration plan is required for the portion of the property affected by the re-created valley and natural channel design and that detailed discussions respecting this matter is on-going. A revised site plan has been forwarded to the TRCA for their review and comment. The Owner will be required to satisfy all requirements of the TRCA.

Valley Lands

Section 5.9.1 of OPA #600, subparagraph (14) states:

“Valley and Stream Corridors, as defined in this plan and determined through the Block Plan process to be retained and protected, shall be conveyed to the City and/or TRCA as a condition of development approval for the property to which it is part.”

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Schedule “F” to OPA #600 identifies Valley and Stream Corridors, including the valley lands on the Jane-Ruth lands. These valley land limits are further refined in OPA#626, which is an amendment to OPA #600. Accordingly, Section 5.9.1, subparagraph 14, is applicable to the Jane-Ruth property and the valley lands shall be dedicated to the City or TRCA as a condition of zoning and site plan approval, as required by the Official Plan. A condition of approval is included in this respect.

Servicing

The Engineering Department has advised that the subject development is located within the Maple Service Area and is naturally tributary to the Jane-Rutherford collector. In addition, based on the City’s current Vaughan Water Pressure Districts (2026 Condition) plan, the development falls within the servicing area of Pressure District 6 of the York Water Supply System. The existing watermain and sanitary sewer on Jane Street will provide the connections required for this development. Connections to the existing infrastructure will be subject to confirmation that there are no downstream constraints in the existing system. The Engineering Department has provided a resolution for Council’s consideration to allocate sewage and water supply capacity for the proposed development, which is included in the recommendation section of this report.

The Owner has submitted the required engineering drawings including, a grading and servicing plan and a stormwater management report, which must be approved to the satisfaction of the Engineering Department and the Region of York.

PowerStream Inc. & Fire Department

The Owner will be required to satisfy all hydro and fire prevention requirements of PowerStream Inc. and the Vaughan Fire Department, respectively. A condition of approval has been included in this respect.

Development Charges

The Finance Department has advised that City, Regional and Boards of Education development charges apply to the proposed development. In addition, a woodlot acquisition charge of \$1000 per unit and a special area charge are applicable to the proposal.

Region of York

The Region of York has advised that they have no objection to the application in principal, however have provided a letter, dated May 16, 2005, which outlines 50 conditions that the applicant must address. Some of the key conditions that need to be addressed include:

- the requirements for Regional Road widening and reserves;
- Building “B” must be located to comply with the minimum setback to the widened Regional right-of-way as required by the Region;
- the access to the commercial lands will likely be restricted to a right-in/right-out configuration;
- a number of design related matters respecting the configurations of the access driveway to Rutherford Road and Jane Street; and,
- the Owner must submit a Noise Study for the Region’s review.

The Owner will be required to satisfy all conditions of the Region of York.

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CN Rail

CN has reviewed the proposed site plan application and have provided the following comments:

- "1. We are currently reviewing the Stormwater Management and Channel Design Brief and will provide comments as soon as possible.
2. Based on the information provided, it does not appear that the required intervening commercial development and 6 metre high berm/barrier have been provided for, in accordance with the OMB decision.
3. A final acoustical analysis is required, in accordance with the OMB decision."

Canada Post

Canada Post has advised that their delivery policy requires the Owner to install and maintain a centralized mail facility for each building.

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 proposed draft Zoning By-law provided by the applicant and Site Development application have been reviewed in consideration of the applicable Official Plan policies, the Ontario Municipal Board Decisions, the requirements of By-law 1-88, and the surrounding area context. With respect to the proposed draft zoning by-law submitted by the Owner, the Planning Department is generally satisfied that it implements the proposed site plan. However, a number of revisions are recommended, as set out in this report, to more accurately implement the requirements of the OMB decisions and the proposed site plan. It is further recommended that the OMB withhold its' Decision Order respecting the zoning amendment and site plan applications pending clarification from the Board as it relates to the timing of the implementation of noise abatement measures recommended in its' decision and in the Environmental Noise Analysis Report; the applicant satisfying all requirements of site plan approval set out in this report; and, the final development limits being confirmed to the satisfaction of the City and the Toronto and Region Conservation Authority.

The Planning Department is generally satisfied that the proposed site plan implements the Decision of the Ontario Municipal Board, subject to the comments and conditions set out in the "Recommendation" section of this report. In particular, the final site plan application shall not be approved until the Environmental Noise Analysis has been reviewed and it has been assessed whether the current site plan submission adequately addresses the noise related issues identified by the Ontario Municipal Board.

In light of the above, a recommendation has been included wherein Council can advise the Ontario Municipal Board that it endorses the zoning amendment and site development applications, subject to the conditions of approval set out in the recommendation of this report.

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Attachments

1. Location Map
2. Context Site Plan
3. Site Plan – Building “A”
4. Site Plan – Building “B”
5. Building “A” Elevation – South
6. Building “A” Elevation – North
7. Building “A” Elevations – West & East
8. Building “B” Elevation – South
9. Building “B” Elevation – North
10. Building “B” Elevations – West & East
11. Master Landscape Plan
12. Building “A” – Planting Plan
13. Building “B” – Planting Plan
14. Streetscape Elevations
15. Proposed Zone Schedule

Report prepared by:

Mauro Peverini, Planner, ext. 8407

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 77, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

77

STREET NAME APPROVAL BLOCK 11 COMMUNITY PLAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names within the Block 11 Plan (19T-95066, 19T-03V09, 19T-95044) BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street '2'	Thomas Cook Avenue (previously approved)
Street '3'	Ilan Ramon Boulevard (previously approved)
Street '4'	Geshner Crescent
Street '5'	Haven Road
Street '6'	Carmel Street
Street '7'	Asner Avenue
Street '8'	Gamla Road
Street '9'	Yarden Drive
Street '10'	Givon Street
Street '11'	Rumsey Road
Street '12'	Timna Crescent
Street '13'	Wallenberg Drive
Street '14'	Randolph Drive
Street '15'	Chaiwood Court
Street '16'	Moraine Hill Drive
Street '17'	Marc Santi Boulevard (previously approved)
Street '18'	Ironbark Court
Street '19'	Woodchuck Court
Street '20'	Marmot Court
Street '21'	Crimson Forest Drive
Street '22'	Apple Grove Court
Street '23'	Rock Elm Court
Street '24'	Wolf Creek Crescent
Street '25'	Blue Grouse Road
Street '26'	White Spruce Crescent

Economic Impact

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

Background

The Block 11 Community is bounded by Dufferin Street to the west, Major Mackenzie Drive to the north, Bathurst Street to the east, and Rutherford Road to the south.

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The Block Plan shown on Attachment #1 was approved by Council on September 22, 2003. To date, two plans of subdivision have approved street names (19T-95062 and 19T-04V05) as shown on Attachment #1. The Development Planning Department has reviewed the proposed street names for the subject plans of subdivision 19T-95066, 19T-03V09 and 19T-95044, and there were no concerns regarding the names. The Planning Department for the Region of York has reviewed the list and 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

It is recommended that the proposed street names within the Block 11 Community Plan be approved.

Attachment

1. Block 11 Community Plan

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
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 78, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving the recommendation of the Commissioner of Planning, dated June 20, 2005, subject to the following contained in the memorandum of the Commissioner of Planning, dated June 24, 2005:

- "1. That the revised elevations attached to this memorandum be approved and that the conditions applicable to the Site Development File DA.03.052 (Sofia Rom, A.C.E. Daycare) included in the report of the Commissioner of Planning dated June 20, 2005, also be approved; and***
- 2. That Zoning By-law Amendment File Z.03.062 (Sofia Rom, A.C.E. Daycare) be approved, to rezone the subject lands shown on Attachment #1 from RR Rural Residential Zone to C1 Restricted Commercial Zone (tableland) and OS1 Open Space Conservation Zone (valleyland) in order to permit a day care located on the first and second floors, and that the offices of a regulated health professional, real estate office, accountant and/or private technical school (music school) be permitted on the third floor of the building."***

By receiving the written submission from Mr. Robert Massoud, Chairman, Board of Directors, The Christian Community, Movement for Religious Renewal, 901 Rutherford Road, Vaughan, L6A 1S2, dated June 27, 2005; and

By receiving the coloured renderings submitted by the applicant.

78

**ZONING BY-LAW AMENDMENT FILE Z.03.062
SITE DEVELOPMENT FILE DA.03.052
SOFIA ROM, A.C.E. DAYCARE**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of June 27, 2005 for the applicant to meet with staff and the Ward 4 sub-committee to address the concerns expressed;**
- 2) That the following deputations be received:**
 - a) Mr. Mark Senderowitz, Wisebrod/Zeliger Associates, Barristers & Solicitors, 245 Fairview Mall Drive, Suite 510, Toronto, M2J 4T1, on behalf of the applicant;**
 - b) Ms. Sofia Rom, A.C.E. Daycare;**
 - c) Mr. Martin Hiller, Architect for the Project;**
 - d) Mr. Robert Cole, 910 Rutherford Road, Maple, L0J 1E0, on behalf of the Carrville United Church;**
 - e) Mr. Robert Massoud, 901 Rutherford Road, Maple, L6A 1S2, on behalf of The Christian Community Church;**
 - f) Ms. Susan Locey, 901 Rutherford Road, Maple, L6A 1S2, on behalf of The Christian Community Church; and**
 - g) Mr. Rom, A.C.E. Daycare; and**
- 3) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

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1. THAT Zoning By-law Amendment File Z.03.062 (Sofia Rom, A.C.E. Daycare) BE APPROVED, to rezone the subject lands shown on Attachment #1 from RR Rural Residential Zone to C1 Restricted Commercial Zone (tableland) and OS1 Open Space Conservation Zone (valleyland) in order to permit a day care, business or professional office uses, and private technical school (music school) as shown on Attachment #2, subject to the following:
 - i) require a minimum interior side yard of 2.3m from the easterly property line to the building;
 - ii) require a minimum rear yard of 14.0m;
 - iii) require a minimum interior side yard of 5.68m from the westerly property line to the building;
 - iv) require a minimum 3.0m wide landscape strip abutting Rutherford Road;
 - v) no loading spaces shall be required;
 - vi) permit a maximum building height of 12.5m;
 - vii) permit a minimum 38 parking spaces.
2. THAT Site Development File DA.03.052 (Sofia Rom, A.C.E. Daycare) BE APPROVED, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, landscape plan and building elevations 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 Owner shall obtain all necessary approvals from the adjacent landowners Block 10 and Block 11 Developers Group) for the proposed watermain and sanitary connections; and the Owner shall ensure all financial obligations are in place with the Developer Groups in Block 10 and 11;
 - iv) the final parking study shall be approved by the City of Vaughan Engineering Department;
 - v) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - vi) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
 - vii) all hydro requirements shall be fulfilled to the satisfaction of Power Stream Inc.; and
 - viii) the implementing zoning by-law shall be in full force and effect.
 - b) That the site plan agreement include the following provisions:
 - i) the Owner shall pay to Vaughan by way of certified cheque cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject

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lands, prior to the issuance of the 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 a new funding associated with this report. The proposed development will add new assessment to the local tax base.

Purpose

The Owner submitted an application to amend the Zoning By-law to rezone the subject lands from RR Rural Residential Zone to C3 Local Commercial Zone.

The Owner has also submitted a related Site Plan application to develop the 0.5 ha site with a 1,368.15m², 3-storey daycare/office building, with an outdoor play area to operate in conjunction with the daycare use as shown on Attachment #2.

Background - Analysis and Options

The subject lands are located on the south side of Rutherford Road, west of Bathurst Street, (941 Rutherford Road), in Part of Lot 15, Concession 2, (Planning Block 10) City of Vaughan. The irregular shaped 0.5 ha site has 61m frontage on Rutherford Road and a lot depth of 94m. The site is presently developed with a detached dwelling.

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600, and zoned RR Rural Residential by By-law 1-88. The surrounding land uses are:

- North - Rutherford Road; future stormwater management pond (Block 11 OS1 Open Space Conservation Zone), Block 11 Community Plan
- South - valleyland (OS1 Open Space Conservation Zone)
- East - Place of worship (A Agricultural Zone)
- West - valleyland (OS1 Open Space Conservation Zone)

On August 22, 2003, a Notice of Public Hearing was circulated to all property owners with 120m of the subject lands. To date, comments have been received, and summarized as follows:

- rezoning the subject lands to a Commercial Zone introduces a number of commercial uses which may not be suitable adjacent to and across from the existing places of worship to the east and north of the subject lands;
- the proposed site plan has over developed the subject lands, requiring almost complete coverage of some of the most environmentally sensitive sections of the subject lands; and
- traffic circulation and parking on site are a concern for the users of the site and proper circulation so cars pulling out of parking spaces do not block access to the site; and there may be a need for a signalized intersection.

The recommendation of the Committee of the Whole on September 15, 2003 to receive the Public Hearing report, and to, and to forward a technical report to a future Committee meeting was ratified by Council on September 22, 2003.

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Official Plan

The subject lands are designated “Medium Density Residential/Commercial by OPA No. 600. This designation provides opportunities for daycares, schools, and commercial uses in accordance with the policies of OPA No. 600 which states “small scale retail and office commercial uses shall be permitted, provided such uses face on a primary street or arterial road”.

Rezoning the subject lands to a Commercial Zone to facilitate the proposed daycare and office uses would bring the subject lands into conformity with the Official Plan.

Zoning

The subject lands are zoned RR Rural Residential Zone by By-law 1-88. The zoning application proposes to rezone the site plan RR Rural Residential Zone to C3 Local Commercial Zone to permit a daycare, business and professional offices and a private technical school, subject to site specific exceptions.

The Planning Department recommends that the subject lands be rezoned to C1 Restricted Commercial Zone and the uses be limited to daycare, business and a professional office uses and private technical school (specifically music school). These uses more accurately reflect those identified in the site plan and have a lower parking space standard than other uses permitted in commercial zones.

The following exceptions are required to facilitate the development of the subject lands as shown on Attachment #2.

	<u>Required</u>	<u>Proposed</u>
Min. Interior Side Yard (easterly lot line)	15.0m	2.3m
Min. Rear Yard	15.0m	2.0m
Min. Interior Side Yard (westerly lot line)	15.0m	2.0m
Min. Width of Landscape Strip abutting a Street	6.0m	3.0m
Required number of Loading Spaces	2	0
Maximum Building Height	11.0m	12.5m
Parking	46 spaces	38 spaces

The reduction to the required interior side yards and rear yard are appropriate. Setbacks are generally taken to the property line, as the subject lands has a split zoning, the setbacks have been taken to the zoning line. An additional 3m of lands zoned Open Space Conservation Zone exists between the building and the property line. The reduction along the easterly side lot line to 2.3m is for the narrowest area between the building and the lot line.

Site Plan

The irregular-shaped lot is to be developed with a 3-storey office building as shown on Attachment # 2. The building location is setback from the front of the property facing Rutherford Road. The L-shaped parking area is located on the northern half of the site. The site proposes one full movement access from Rutherford Drive leading to the parking area. A 1.8 wide sidewalk is located around the perimeter of the parking area leading to the office building and providing for pedestrian movement around the site. A children's play area is located southeast of the building.

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Building Elevations

The 3-storey 1,368.15m² building will be constructed to a maximum height of 12.5m. The main building material used for the building is a stucco finish, with a sloped aluminum roofline as shown on Attachments #4 to #8. Windows and coloured glass spandrel panels have been incorporated throughout the building on all elevations. The main entrance to the building is comprised of double glass doors with prefinished aluminum framing. An aluminum canopy constructed of the same material as the roof has been located above the main entrance. Above the canopy are alternating coloured glass spandrel panels.

Other entrances to the building have been located on the northwest and southwest elevations.

Access and Parking

The site plan (see Attachment #2) proposes 38 parking spaces whereas the by-law requires 46 based on the first and second storey being devoted to the day nursery use with a maximum of 20 employees and the third floor restricted to office uses. The site has been designed with a singular full-movement access from Rutherford Road. The final location and design of the driveway access will be subject to the Approval of the Region of York Transportation and Works Department.

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

- Day Nursery: 20 employees x 1.5 parking spaces/employee = 30 spaces
- Office Use: 456.05m² x 3.5 parking spaces/100m² GFA = 16 spaces

The site plan provides 38 spaces, resulting in a reduction of 8 spaces (17.4% deficiency). The Engineering Department has reviewed the parking study submitted by the Owner and supports the findings of the parking study and finds the parking supply acceptable.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority has reviewed the proposed development and determined that the lands below top of bank and to the south of the site shall be dedicated to the Toronto and Region Conservation Authority and zoned OS1 Open Space Conservation Zone as shown on Attachment #1. The Owner is also required to register a conservation easement in favour of the TRCA on all lands within the 3m to 5m naturalized setback.

The Owner is also required to obtain an Ontario Regulation 158 permit from the TRCA for the proposed development, prior to issuance of any building permit.

Servicing

The site will be provided with sanitary services from Block 11 to the north and water services from Block 10 to the south. The Owner shall provide written approvals from both the developers groups for Block 10 and 11 stating that services will be provided for the subject lands. The final servicing and grading plans shall be to the satisfaction of the Engineering Department.

Region of York Transportation and Works

The subject lands front onto Rutherford Road, which is under the jurisdiction of the Region of York. The Region of York's Transportation and Works Department has reviewed the proposed

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development and determined that a left turn lane from Rutherford Road to the subject lands is required, among other minor improvements. The Region shall confirm the location of the site access and any necessary transportation improvements affecting Rutherford Road. The final location for access and site plan shall be to the satisfaction of the Region of York Transportation and Works Department.

Land Use Compatibility

The zoning amendment proposes rezoning the subject lands from RR Rural Residential Zone to C1 Restricted Commercial Zone to permit a daycare use, business and professional offices and music school. The rezoning of the subject lands and the introduction of commercial uses would implement the Official Plan designation, and conform to the official plan. The proposed uses are also considered to be low parking space generators compared to other commercial uses.

The proposed development of a 3-storey building is an appropriate form of development for the area. The uses are compatible with the existing and future land uses in both the Block 10 and 11 communities. Accordingly, the Planning Department can support the approval of the zoning by-law amendment and site plan application.

Relationship to Vaughan Vision 2007

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

Conclusion

The proposed zoning By-law Amendment and Site Development applications have been reviewed in accordance with the policies of OPA #600, the requirements of the Zoning By-law, and the area context. The proposed uses are appropriate commercial development for the community. For these reasons, it is recommended that the zoning amendment and site plan applications be approved.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. to 8. Building Elevations

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Arto Tikiryan, Senior Planner, ext. 8212
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.)

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Item 79, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

79

**SITE DEVELOPMENT FILE DA.04.047
TEMPLE KOL AMI
REPORT #P.2003.71**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.04.047 for a 32 unit townhouse development 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, tree inventory and preservation plan, and landscape plan and detailed cost estimate shall be approved by the Development Planning Department;
 - b) the final site servicing and grading plans, stormwater management report and noise report shall be approved by the Engineering Department;
 - c) the Owner shall make arrangements to acquire Block 392 from the adjacent subdivision developer in order to permit access for the site onto a municipal road and service connections from Summeridge Drive;
 - d) access and on-site vehicular circulation shall be approved by the Engineering Department and the Region of York Transportation and Works Department; and
 - e) all hydro requirements of PowerStream Inc. shall be satisfied.
2. That the site plan agreement include the following provisions:
 - a) the Owner shall dedicate any required road widenings, daylight triangles and 0.3m reserves, free of all costs and encumbrances, to the appropriate agency or authority as required.
 - b) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building permit, or the rate per unit applicable for high density lands whichever is higher in accordance with the Planning Act and the City's Cash-in-lieu 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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3. That Council adopt the following resolution with respect to the allocation of sewage and water servicing capacity:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Development Application DA.04.047 (Temple Kol Ami) is allocated sewage and water capacity for a total of 32 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 a Site Development Application to permit the development of a 8,726.83m² site with 5 townhouse blocks consisting of a total of 32 townhouse units, and access on a private road. The subject lands were recently severed and rezoned to permit the proposed development.

Background - Analysis and Options

The subject lands (Attachment #1) are located at the northeast corner of Summeridge Drive and Dufferin Street (Planning Block 10), in Part of Lot 12, Concession 2, City of Vaughan. The 8,726.83m² site has 66.46m frontage on Dufferin Street, and 124m frontage on Summeridge Drive. The surrounding land uses are:

- North - approved synagogue (A Agricultural Zone)
- South - Summeridge Drive; commercial (C4 Neighbourhood Commercial Zone)
- East - residential (RVM1 (WS-A) Residential Urban Village Multiple Zone One
- West - Dufferin Street; commercial (C4 Neighbourhood Commercial Zone)

Official Plan

The site is designated “Medium Density Residential/Commercial” by OPA #600, which permits townhouse uses at a density of between 17-40 units/ha. At a net residential density of 36.66 units/ha, the subject proposal consisting of 32 townhouse units conforms to the Official Plan.

Zoning

The subject lands are zoned RVM2 Residential Urban Village Multiple Zone One by By-law 1-88 subject to site-specific Exception 9(1210). The RVM2 Zone permits the proposed block townhouse dwellings. The proposed development complies with the Zoning By-law.

Site Design

The site plan is shown on Attachment #3. The rectangular-shaped lot has one full-movement access on Summeridge Drive, located at the southeast corner of the lot. A shared private lane marked “Lane A” on Attachment #3, provides access to both the proposed townhouse development and the approved synagogue lands to the north. Lane A intersects with Lane B running parallel to Summeridge Drive between the two rows of townhouses, and ending in a cul-de-sac. Townhouse Blocks D and E front onto Summeridge Drive and are comprised of 8 and 7

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units, respectively. Driveways and garages for the units in Blocks “D” and “E” are at the rear of the units with access to Lane B. Blocks “A”, “B” and “C” (5, 6 and 6 units, respectively) are on the north side of the property and all front onto Lane B. Garages and driveways for Blocks “A”, “B” and “C” are located at the front of the units and accessible from Lane B. Pedestrian access to the site will be provided from the public sidewalks on Dufferin Street and Summeridge Drive, which will connect to the private walkways to be located on the west side of Lane A and on the north side of Lane B.

The townhouse development will be served by private garbage collection. Snow will be removed off-site, given the limited areas for snow storage on the property.

Access

The site is to be serviced by a 7.5m wide full-movement access on Summeridge Drive, which is intended for use by the residents of the development and the users of the synagogue to the north. An easement in favour of the lands to the north for access to a right-of-way is required to be registered on title ensuring the users of the synagogue are legally permitted to use the driveway leading to the synagogue as shown on the composite plan on Attachment #2. The final design details of the driveway access will be subject to the approval of the Region of York Transportation and Works Department and the City of Vaughan Engineering Department.

Parking

The required number of residential parking spaces for the townhouse units is 2 spaces/unit, plus 0.25 spaces/unit for visitor parking. Each townhouse unit will be providing the required 2 parking spaces, with one in the driveway and the other in the garage. The site plan shows a total of 9 visitor parking spaces located along Lane B, and between the end townhouse unit and the entry feature wall located at the southwest corner of the site, whereas a minimum of 8 spaces are required.

The proposed development meets the minimum Parking requirements of the Zoning By-law.

Building Elevations

The building elevations for all 5 townhouse blocks are provided on Attachments #5 to #8. The townhouse units are constructed with pitched roofs to the maximum height of 11m, and constructed with either brown or driftwood coloured shingles. The main building material used is either a light brown or dark brown coloured brick with a complementary coloured stone base along the main elevations fronting on Summeridge Drive, Dufferin Street and Lane B.

The streetscape view along Summeridge Drive, Dufferin Street and Lane B is provided on Attachment #5. Blocks “D” and “E” (Attachments #7 and #8, respectively) will be constructed with a front porch and steps that connect directly with the public sidewalk on Summeridge Drive. The garages for these townhouse blocks are located on the north façade. The internal Blocks “A”, “B” and C (Attachment #6) will be constructed with the front porch and steps that will access the internal private walkway on Lane B. The garages for these townhouse blocks will be flush with the front wall. The front entrances for the end units for Blocks “A” and “D” will face Dufferin Street.

The east facades for the end units for Blocks “C” and “E” were not available, but must be architecturally treated and should include window openings to provide an attractive building face at the main entrance to the site and along Lane A.

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The final building elevations for each townhouse block will be approved to the satisfaction of the Development Planning Department, including the end unit entrance facing Lane A for Blocks “C” and “E”.

Landscaping

The site will be landscaped with an extensive mix of deciduous and coniferous trees and shrubs, as well as, planting and sodded areas between the townhouse blocks and along Lane B as shown on Attachment #4. Specific attention has been given to the planting at the southwest corner of the site, where the entry feature wall for Block 10 is located. An acoustic fence varying in height will be provided and is a requirement along Dufferin Street and adjacent to the site triangle.

City Staff are reviewing the landscape plan to ensure a level of co-ordination in landscaping details by using complementary treatment for the area surrounding the entry feature wall element and the southeast corner of Dufferin and Summeridge Drive, adjacent to the approved Red Birch commercial plaza to the south. The final landscape plan and detailed cost estimate and tree inventory and preservation plan, must be approved to the satisfaction of the Development Planning Department.

Servicing

The site will have access to hydro, water and sanitary and storm water services once the transaction to acquire Block 392, which is a triangular sliver of land along the entire frontage of Summeridge Drive (shown on Attachment #3) is finalized with the developer of the subdivision to the east. Water and sewage allocation for a total of 32 units has been reserved for the subject development. The Applicant has submitted detailed engineering drawings, including servicing and grading plans and a storm water management report, and the final drawings/report must be approved to the satisfaction of the Engineering Department. In addition, the Engineering Department requires a noise report addressing the levels and impact of noise in the area on the proposed residential development be submitted for review and approval. The recommendations of the noise report will be incorporated into the final site and building design, if required.

Relationship to Vaughan Vision 2007

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

Conclusion

The proposed Site Plan application has been reviewed in accordance with the Official Plan and Zoning By-law, and there are no objections to its approval, subject to conditions. The proposed site plan would facilitate the development of 32 block townhouse units on a private internal road system. It is recommended that Site Development Application DA.04.047 be approved subject to conditions.

Attachments

1. Location Map
2. Composite Site Plan
3. Site Plan
4. Landscape Plan
5. Streetscape Plan
6. Elevations – Blocks A, B and C
7. Elevations – Blocks D
8. Elevations – Block E

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Report prepared by:

Arminé Hassakourians, Planner, ext. 8368

Arto Tikiryan, Senior Planner, ext. 8212

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.)

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Item 80, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

**80 SERVICE DELIVERY STANDARDS FOR DEPARTMENTS INTEGRATING
 WITH ACCESS VAUGHAN**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated June 20, 2005, be approved; and**
- 2) That staff provide a status report to a Committee of the Whole (Working Session) meeting in the Fall of 2005.**

Recommendation

The Commissioner of Economic/Technology Development and Communications in consultation with the City Manager and the Senior Management Team recommends:

1. That Council receive this report for information.

Economic Impact

There is no economic impact.

Purpose

The purpose of this report is to provide Council with an information package consisting of the Service Delivery Standards (SDS) for the following functional areas for Access Vaughan integration:

- Economic / Technology Development and Communications :
 - Switchboard
 - Information Desk
- Community Services:
 - Recreation and Culture Civic Centre general inquiry
- Engineering and Public Works:
 - Public Works Solid Waste general inquiry
- Finance and Corporate Services:
 - Residential General Tax inquiry and billing information
- Legal and Administrative Services
 - By-Law Enforcement general inquiry
 - Meeting Hot Line

Background - Analysis and Options

To achieve one of Vaughan Vision's primary objectives to provide service excellence to its residents and business community, Council had mandated staff to re-think how The City provides information and services. As its community becomes more sophisticated and expectations change, so should the municipal service delivery.

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A detailed contact centre strategy “A Strategy and Work Plan for Access Vaughan” was commissioned and later approved by Council on February 28, 2005 to help the Corporation of the City of Vaughan better meet the needs of its citizens. The strategy was to identify opportunities to consolidate information by establishing a service standards/knowledge database. Recommendation number nine of the Strategy states that “A ‘Service Delivery Standards Manual’ be provided to Access Vaughan for full integration in the Knowledge Database/Content Management System”.

The City of Vaughan is committed to launching Access Vaughan, a single point of contact for its residents, businesses and visitors. In an effort to move forward with Access Vaughan, staff has engaged a Consultant (Rhonda Bosch) who greatly contributed to the creation of the SDS for the first phase of the contact centre. Each department identified a key contact that assisted in the creation of SDS and relevant departmental information to form our knowledge database.

A core team consisting of Paolo Mancini, Project Manager E-Services, Rita Zuccaro, Manager of Access Vaughan and Rhonda Bosch of RBosch Consulting met with a representative from each of the aforementioned departments in mid to late April to discuss the Departmental Profiles and Business Processes templates (see attachments B & C).

During the first week of May all departments submitted their standards after working in conjunction with the core team. RBosch Consulting then amalgamated all the information into a centralized resource incorporating a high-level summary page as well as mapping the standards into processes.

On May 11, 2005, the first iteration of the SDS was presented to the Senior Management Team (SMT). A subsequent meeting with SMT was held on May 20, 2005. During this time the core team continued to meet with departmental representatives to revise the SDS. A deadline of June 1, 2005 was issued to obtain from the departments any additional revisions to their SDS.

The SDS is key corporate information and not only privy to Access Vaughan. The Access Vaughan contact centre will, through service level agreements with the departments, determine which of the services outlined in the manual will be handled by the contact centre.

A key deliverable of the Access Vaughan contact centre project is the centralization of knowledge in an electronic format. All information acquired in the creation of the contact centre will be managed in a centralized search-able repository. This Knowledge Management tool can be made available to the entire corporation. Updating the information will be managed through a maintenance framework thereby ensuring that the entire corporation, and not just Access Vaughan, will have real time accurate information.

SMT is currently investigating the possibility of working with the balance of the corporation in terms of co-coordinating, collecting and centralizing a corporate wide SDS.

Relationship to Vaughan Vision 2007

Service Delivery Standards support several key Vaughan Vision 2007 goal statements. They are as follows:

1.2 Establish and communicate service level standards that are affordable and sustainable.

1.2.1 Develop service levels that are attainable and measurable.

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1.2.2 Review current customer service practices and implement enhanced and consistent customer service standards. (Representative team from across the organization)

1.2.3 Communicate established service levels to the community.

1.3 Provide effective and efficient delivery of services.

1.3.1 Develop and implement innovative alternatives for service delivery.

1.4 Develop an effective service measurement system.

1.4.1 Review and implement benchmarks and standards to manage and measure service delivery.

1.4.2 Communicate service measurement results to the community.

6.2.1 Communicate established service levels and results to the community.

Conclusion

This report provides a summary of the required Service Delivery Standards of the five departments that will integrate their information and services with the Access Vaughan contact centre.

Attachments

Attachment A - Summary of each department's Service Delivery Standards. Entire Service Delivery Standards Manual (Summary listed above along with complete business process documentation) available upon request through Clerk's Department.

Attachment B - Departmental Profile Instructions

Attachment C - Business Process Documentation Instructions

Report prepared by:

Frank Miele, Commissioner of Economic/Technology Development and Communications

Paolo Mancini, Project Manager, E-Services

Rita Zuccaro, Manager, Access Vaughan

(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 81, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

81

**ZONING BY-LAW AMENDMENT FILE Z.04.033
L.SCHWARTZBERG, HARRY AND SARAH KRANC
REPORT #P.2004.87**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the following written submissions be received:**
 - a) Ms. Maria Villa Tisbe, President, Brownridge Ratepayers' Association, 42 White Boulevard, Thornhill, L4J 5Z2, dated June 20, 2005; and**
 - b) Mr. Scott Arbuckle, Planning & Engineering Initiatives Limited, 52 Village Centre Place, Suite 200, Mississauga, L4Z 1V9, dated June 20, 2005.**

Recommendation

The Commissioner of Planning recommends:

THAT Zoning Bylaw Amendment File Z.04.033 (L. Schwartzberg, Harry and Sarah Kranc) BE REFUSED.

Economic Impact

N/A

Purpose

The Owners have submitted an application to amend the Zoning By-law to rezone the subject lands from EM1(H) Prestige Employment Area Zone with Holding 'H' provision to C7 Service Commercial Zone, to facilitate a Canadian Tire service commercial development concept including, but not limited to, a gas bar, car wash, restaurant including drive-through (high-end coffee shop) and retail uses, together with exceptions to the C7 Zone to facilitate reduced building setbacks and landscape strip widths.

Background - Analysis and Options

The subject lands are located at the northwest corner of Dufferin Street and Centre Street (7818 Dufferin Street), in Part of Lot 6, Concession 3, City of Vaughan, as shown on Attachment #1. The irregular-shaped 1.36 ha site has 117 m frontage on Centre Street and 179 m flankage on Dufferin Street. The site is developed with the Concordian Motel, which is proposed to be demolished.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), as amended by OPA #555 (Dufferin Street Study), and further amended by OPA #672 (Centre Street Study), the latter which is awaiting final approval from the Region of York. The lands are also subject to the "Service Node" policies in both OPA #450 and OPA #672. The site is zoned EM1(H) Prestige Employment Area Zone with Holding 'H' provision by By-law 1-88, subject to Exception 9(1186). The surrounding land uses are as follows:

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North - vacant (EM1(H) Prestige Employment Area Zone with Holding provision)
South - Centre Street; vacant (A Agricultural Zone)
East - Dufferin Street; commercial (C2 General Commercial Zone), vacant (C6 Highway Commercial Zone), residential (R1 Residential Zone)
West - vacant (A Agricultural Zone), hydro corridor (PB1(S) Parkway Belt Linear Facilities Zone)

On August 13, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the following Ratepayer Associations: Beverley Glen, Brownridge, Concord West, and Glen Shields. No comments have been received to date. The recommendation of the Committee of the Whole on September 7, 2004, to hold the application in abeyance pending the outcome of the Centre Street Study, and the environmental assessment being undertaken by York Region for the York Rapid Transit Plan (YRTP) along Centre Street, was ratified by Council on September 13, 2004.

On February 2, 2005, the Owner's filed a Notice of Appeal to the Ontario Municipal Board (OMB) pursuant to Section 34(11) of the Planning Act, that the City failed to adopt the required zoning by-law amendment within ninety (90) days after receipt by the City. To date, the OMB has not yet Scheduled a Hearing date to consider the applicant's appeal.

OPA #672, one of two amendments to the Official Plan to update the policy framework for Centre Street, and applicable to the subject lands, was adopted by Council on May 24, 2005, and is currently at the Region of York awaiting final approval.

The environmental assessment (EA) for the York Rapid Transit Plan (YRTP) to consider the feasibility of providing a higher order transit line within the right-of-way of Centre Street, with a possible transit stop to be located in the vicinity of the intersection of Centre Street and Dufferin Street, is still on-going.

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), as amended by OPA #555 (Dufferin Street Study), and further amended by OPA #672 (Centre Street Study). The "Service Node" policies of OPA #450, as amended by OPA #672, also apply to the subject lands, which is located at the intersection of two arterial roads.

The "Prestige Area" designation under OPA #450 permits a wide range of industrial, office, business and civic uses with no outside storage, and is located adjacent to arterial roads and highways. The prestige employment policies contained in OPA #555 apply to the site and the area bounded by Centre Street, Dufferin Street and Highway #407 for the development of "priority uses" including offices, hotels with related hospitality and conference facilities, major corporate complexes, and prestige employment uses, with the amount and type of retail commercial and personal service uses to be ancillary to the priority uses; and civic and hydro-electric utility uses are also permitted. Under this designation, the requirements of the EM1 Zone under Exception 9(1186) would apply to the site, which excludes industrial employment uses.

OPA #450 permits the establishment of "Service Nodes" at arterial road intersections, generally including convenience retail uses and service stations. However, the Centre Street Study, which was approved by Council on May 9, 2005, concluded that it is not desirable to permit development of multiple service station sites in the location of the "Western Gateway" (being the lands at the intersection of Dufferin and Centre Streets). Such a use would not fulfill the planning objectives of achieving development at this prominent location that is highly concentrated, supportive of transit and contributes to the visibility and identity of this key location. Furthermore, the City's existing Official Plan policies in OPA #600, limits the number of automobile service stations to one (1) at intersections of two arterial roads.

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OPA #672 which implements the Centre Street Study, and amends OPA #450 as amended by OPA #555, incorporates the following amendments that are applicable to the subject lands:

- Part 1 Section 4: adds an exception to the "Prestige Area" designation to permit recreational and institutional uses; and by placing an overall density cap of 1.0 Floor Space Index (FSI) on future development;
- Part 1 Section 4: deletes an "automobile service station/gas bar use" from the uses permitted within the "Service Node" policies of the "Prestige Area" designation; and
- Part 2 Section 1(xv): includes urban design and site-specific policies for the four quadrants of Dufferin and Centre Streets, including the following:
 - "- Corner sites should be defined with more intense development and high-quality architecture and serve as landmarks or gateway entry points.
 - Development density shall be concentrated close to the Dufferin/Centre intersection, and along the frontages of Dufferin Street and Centre Street.
 - Maximum permitted building heights shall provide for the tallest buildings, including landmark buildings, to be located at the key corner locations, and such buildings shall be designed to allow stepping down of the heights from the corner back towards adjacent low-density residential neighbourhoods. The minimum height for buildings at key corner locations shall be two-storeys.
 - Pedestrian and vehicle crossings at the key intersection shall be well defined.
 - Streetscape and street furniture shall be high quality and of unified design to clearly demarcate the gateway.
 - Landowners should consolidate driveways and provide interconnected laneways, where appropriate, as sites develop or redevelop over time.
 - Commercial and/or mixed-use buildings shall be built to within 3 metres of the front property line and residential buildings setback, with soft landscaping (up to 5 m) from the property line."

In addition, any site-specific rezoning application is required to be based on an approved comprehensive plan for the quadrant, addressing the location of local roads, street access points, pedestrian connection, buildings, etc., which was not provided by the applicant.

The proposal does not conform to the Official Plan policies in OPA #672, nor does the preliminary site plan shown on Attachment #2 address the urban design objectives noted above.

Zoning

The site is zoned EM1(H) Prestige Employment Area Zone with Holding 'H' provision by By-law 1-88, subject to Exception 9(1186). The uses permitted include: business and professional office; convention centre; hotel; office building; open storage/outside storage in conjunction with public uses; and any existing use, so long as it continues to be used for that purpose. Council considered these uses to be compatible with the uses in the neighbouring employment area to the east (Concord/Thornhill Business Park), and physically compatible with the surrounding built form, urban design and streetscape character of the area. The enactment of By-law 75-2004 on March 2004, which created Exception 9(1186), implemented the approved Dufferin Street Land Use Study and OPA #555.

The applicant has proposed to rezone the subject lands from EM1(H) Zone to C7 Service Commercial Zone to permit a new Canadian Tire service commercial concept, including but not

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limited to, a specialty restaurant, drive-through restaurant (high-end coffee), convenience retail, car wash, dry cleaners and a pharmacy, with exceptions to facilitate reduced building setbacks and landscape strip widths. In light of the final recommendation in the Centre Street Study to delete an automobile service station and gas bar uses from the "Service Node" policies of the "Prestige Area" designation as it applies to the area subject to OPA #555 (quadrant bounded by Dufferin, Centre, and Highway 407), and implemented through Council's recent adoption of OPA #672 on May 24, 2005, the zoning amendment application does not conform to the official plan.

Compatibility

This current land designation and zoning that permits higher order prestige employment uses as explained earlier in this report, is consistent with a recent rezoning of the lands through the enactment of By-law 75-2004 in March, 2004 to EM1(H) Zone. At that time, Staff undertook an evaluation of the compatible uses for the area encompassing the Dufferin Street Study (including the subject lands) of which Council determined that the higher order employment uses as most appropriate for development, which did not include the proposed gas bar use. Further emphasizing what the City deems to be acceptable development, is the recommendation contained in the Centre Street Study, which concluded that office uses are the best land use and built form to anchor the Western Gateway and give it a recognizable identity. Office uses will support daytime activity in this area and provide the built form necessary to establish an architecturally significant presence at this intersection. The Study further defined specific design policies for the Gateway which include a minimum building height of two-storeys at the corners, well-defined pedestrian and vehicle crossings at the intersection, high quality streetscaping and street furniture, and a consolidation of existing driveways and interconnected laneways where appropriate.

In addition, specifically in regards to the proposed gas bar component of the development, it has been determined that since there is already an existing service station at the southeast corner of Centre Street and Dufferin Street, and given the objectives of the Western Gateway, and its importance as a preferred transit node, an additional service station/gas bar is not an appropriate use on the subject lands.

In December 2004, Planning Staff met with the applicant to discuss the conceptual site plan and some of the concerns identified at the Public Hearing in regards to use and site layout. The applicant did propose to incorporate a substantial amount of architectural detail and landscaping to try and screen the development, however, they did not want to eliminate the proposed gas bar and car wash which was situated closest to the intersection corner, as shown on Attachment #2. The retail component which would be developed in conjunction with the gas bar and incorporated into the whole design concept, would be situated to the north, and set well back from both arterial roads, thereby becoming the main focus at this future prominent intersection. Aside from the fact that the gas bar/service station would not be a permitted use, the Development Planning Department is of the opinion that this conceptual site plan does not implement the full urban design objectives of the Plan. No formal site plan submission was received subsequent to the meeting.

In light of the above, the proposed C7 Zone to facilitate the development of a new Canadian Tire service commercial concept, including but not limited to a specialty restaurant, drive-through restaurant (high-end coffee), convenience retail, car wash, dry cleaners and pharmacy is not suitable for the subject lands. On this basis, the proposal to amend the Zoning By-law should BE REFUSED.

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".

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Conclusion

The proposed zoning by-law amendment have been recommended in accordance with the policies of OPA #450, as amended by OPA #555 and OPA#672, and the City's Comprehensive Zoning By-law 1-88, and it is concluded that the proposed rezoning of the subject lands from EM1(H) Prestige Employment Area Zone with Holding 'H' provision under Exception 9(1186), to C7 Service Commercial Zone to facilitate a Canadian Tire service commercial concept including, but not limited to, a gas bar, car wash, and restaurant including with drive-through (high end coffee shop), is not consistent with the policies of OPA #672. Official Plan Amendment #672 which implements the Centre Street Study deleted the automobile service station and gas bar uses from the "Service Node" policies of the "Prestige Area" designation as it applies to the site, and therefore, the rezoning application does not conform to OPA #672 as adopted. For these reasons, the proposed application to amend the Zoning By-law should BE REFUSED. Council has established a comprehensive vision for the future of the Centre Street Corridor, which ultimately requires development of a higher order nature at this prominent Western Gateway corner.

Attachments

1. Location Map
2. Preliminary Site 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 82, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

82

**ZONING BY-LAW AMENDMENT FILE Z.04.058
SITE DEVELOPMENT FILE DA.04.059
COLAVECCHIA GARDEN LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.058 (Colavecchia Garden Ltd.) BE APPROVED, subject to the following conditions:
 - a) That the implementing by-law:
 - i) rezone a portion of the subject lands (\pm 1.24ha) from A Agricultural Zone to C7 Service Commercial Zone, in the manner shown on Attachment #1; and,
 - ii) provide any necessary exceptions to the C7 Service Commercial Zone to implement the approved site plan.
2. THAT Site Development final File DA.04.059 (Colavecchia Garden Ltd.) BE APPROVED, subject to the following:
 - a) That prior to the execution 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 servicing and grading plans, stormwater management report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
 - v) the final archaeological assessment shall be approved by the Ministry of Culture and the Vaughan Cultural Services Division; and,
 - vi) The lot severance shall be approved by the Committee of Adjustment and shall be final and binding;

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- b) That the site plan agreement include the following provision:
 - i) 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. The proposed development will add new assessment to the local tax base.

Purpose

The Owner has submitted an application to amend the Zoning By-law to rezone a portion (1.24ha) of the subject lands as shown on Attachment #1 from A Agricultural Zone to C7 Service Commercial Zone. The rezoning will facilitate the development of a Petro Canada automobile gas bar, convenience retail store/eating establishment with drive-through, and a car wash, as shown on Attachment #2.

Background - Analysis and Options

The subject lands (Attachment #1) are located at the southwest corner of Langstaff Road and Regional Road 27, in Part of Lot 10, Concession 9, City of Vaughan.

The rectangular 4.04 ha site has 109.6m frontage on Regional Road 27 and 376.81m flankage on Langstaff Road. The Owner is proposing to sever the lot, resulting in a flankage of 148m on Langstaff Road for the lands to be rezoned. The lands are developed with a small structure at the northeast corner of the property for the use of a temporary public garage, which will cease should the subject applications be approved, with the remainder of the site being vacant.

The site is designated "Prestige Area" abutting each arterial road (approximately 30m, or one lot depth) and "Employment Area General" in the interior of the site, by OPA #450 (Employment Area Plan). The site is zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(1173). The surrounding land uses are:

- North - Langstaff Road; agricultural (A Agricultural Zone)
- South - Le Jardin banquet hall (C6 Highway Commercial Zone)
- East - Regional Road 27; detached residential (R4 Residential Zone)
- West - agricultural (A Agricultural Zone)

On November 25, 2002, Council approved Zoning By-law Amendment File Z.02.012 (Colavecchia Garden Ltd.) to permit a public garage use on the subject lands for a temporary period of three (3) years. The implementing Zoning By-law 199-2003 was enacted on June 23, 2003, and will cease on June 23, 2006. The Owner has advised that the temporary use will cease upon approval of the subject applications.

On October 8, 2004, a Notice of Public Hearing was circulated to all property owners within 120m

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of the subject lands, and to the West Woodbridge Homeowners' Association and Sonoma Heights Ratepayers' Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 1, 2004, and to forward a comprehensive report to a future Committee meeting was ratified by Council on November 8, 2004.

Official Plan

The subject lands are designated "Prestige Area" abutting each arterial road (approximately 30m, or one lot depth) and "Employment Area General" in the interior of the site by OPA #450 (Employment Area Plan). These designations provide opportunities for uses that require high visual exposure, good accessibility and an attractive working environment, and permits a wide range of office, business and civic uses.

The "Service Node" policies in OPA #450 also apply. These policies permit uses that provide for the day-to-day convenience and service needs of businesses, industries and their employees, at the intersections of arterial roads. The proposed rezoning of the subject lands to C7 Service Commercial Zone conforms to the "Service Node" policies of the Official Plan.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(1173). The A Agricultural Zone does not permit the proposed service commercial uses; therefore a zoning by-law amendment is required. The proposal to rezone a portion (1.24ha) of the subject lands to C7 Service Commercial Zone to facilitate the development of an automobile gas bar, with convenience retail store/eating establishment with drive-through and car wash, would provide for the day-to-day needs of businesses and their employees and implement the "Service Node" policies of the Official Plan. The proposed development complies with the requirements of the Zoning By-law.

Prior to the registration of the implementing site plan agreement, the lot severance must be approved by the Committee of Adjustment, and shall be final and binding.

Site Design

The proposed 1.24 ha site consists of two development phases as shown on Attachment #2. The first phase, which is the subject of this report, will comprise the development of a gas bar, and the second phase will be developed at a future date, as the specific use has not yet been determined. In the interim, the Phase 2 lands will be maintained in a sodded state. The first phase will include a gas bar, a 400m² convenience retail store/eating establishment with drive-through, a 134.5m² car wash, and a 23.04m² external garbage enclosure.

The centrally located convenience retail store will be the pay point for gas purchases, and will contain an eating establishment, which will have both an associated seating area and drive-through. The 6-pump gas bar and canopy are located in the east area of the property facing both Langstaff Road and Regional Road 27. The car wash is located to the south of the store, with 2 vacuum stations. Parking spaces are provided throughout the site. A fully enclosed and temperature controlled garbage enclosure is located to the west of the kiosk. The applicant shall finish the garbage enclosure with the same exterior materials as the store and provide increased landscaping around the structure to minimize visibility from Langstaff Road, which has been discussed with the applicant. The final site plan shall be approved to the satisfaction of the Development Planning Department.

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A new site plan application will be required to facilitate the development of the future Phase 2 area of the subject lands to ensure the provision of proper access, internal traffic circulation and parking, appropriate urban design characteristics and building massing that is complimentary to the adjacent development.

Building Elevations

The materials of the gas bar/convenience retail store will consist of grey stone-like cladding, stone colour cornice, green windows and omega copper roofing (Attachment #3). The store will be constructed to a height of 4.7m, with the tower feature increasing the height to 7.6m. The primary facade is located on the east elevation facing the gas pumps and Regional Road 27, and it is designed with a green glass double door entry framed in a stone clad tower feature. A stone colour cornice will run along the roofline of the main building. The peaked roof of the tower will be finished in omega copper. The corporate logo "Neighbours" is located above the main entrance, on the tower walls, facing both Langstaff Road and Regional Road 27. There are additional windows along the east and north elevations. The remaining elevations will be finished in stone coloured stucco with a series of exterior lighting elements. The drive-through window is located on the west elevation.

The red and white canopy above the 6-pump gas bar will be constructed to a height of 5.5m, the corporate logos on the east and west elevation will increase the height to 6.5m (Attachment #3).

The car wash will be constructed to height of 4.2m, with the corporate logo above the exit on the east elevation facing Regional Road 27, increasing the height to 5.34m (Attachment #3). The proposed building materials consist of red alucobond trim along the roofline, white concrete block and clear glass windows, and designed with an exit door and two man doors on the east elevation, an entry door and one man door on the west, and a series of windows and a "Super Wash" sign on the north elevation. The applicant shall revise the above-noted elevation plan to ensure that the car wash structure will be designed with building materials and colours that are complementary with the retail store building. This has been discussed with the applicant and the applicant has agreed to undertake changes. The final building elevations shall be approved by the Development Planning Department.

Landscaping

The landscape plan is provided on Attachment #4. A 6m wide landscape strip will be provided along the arterial street frontages, and will consist of a variety of coniferous and deciduous trees and shrubs, along with a 1.2m high ironstone wall entry feature located at northeast corner of the site. The applicant shall provide increased landscaping around the exterior garbage enclosure to minimize visibility from Langstaff Road and increase the amount of landscaping at the perimeter of the site. The final landscape plan, details, entry feature and cost estimate shall be approved by the Development Planning Department.

Parking/Access

A total of 49 parking spaces are being provided, including 1 space for disabled persons and 2 vacuum spaces. By-law 1-88 calculates the required parking for the site as follows:

Eating Establishment with Drive-Thru:	115.4m ² at 16 spaces/100m ² GFA	=19 spaces
Retail Convenience:	254.77m ² at 5.5 spaces/100m ² GFA	=14 spaces
Car Wash:	2 vacuum islands at 1 space/ island	= <u>2 spaces</u>

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Total Parking Required	=35 spaces
Total Parking Provided	=49 spaces

A total of 35 spaces are required whereas, 49 spaces have been provided, resulting in a surplus of 14 spaces.

Two access points are proposed; one onto Langstaff Road and the other onto Regional Road 27. The Regional Road 27 access will be shared with the future Phase 2 development area to the south. The Region of York shall approve the final access design along each of the Regional Roads.

Servicing/Utilities

The proposed development will be serviced on full municipal water, and sanitary and storm sewers. The provision of water and sanitary services to the site are dependent on the construction of the municipal watermain along Langstaff Road or a suitable alternative. The extension of the sanitary sewer to serve the site will be affected by the Bell duct structure within the westerly Regional Road 27 boulevard. The final site servicing and grading plan and storm water management report shall be approved by the Region of York and the Vaughan Engineering Department.

All hydro requirements must be addressed to the satisfaction of PowerStream Inc.

Ministry of Culture

The Ministry of Culture requires an archaeological assessment for site development applications on vacant lands. The archaeological assessment report shall be carried out by a licensed archaeologist and prepared according to the Ministry of Culture technical guidelines. The assessment shall be approved by the Ministry of Culture and the Vaughan Cultural Services Division, prior to the registration of the implementing site plan agreement.

Relationship to Vaughan Vision 2007

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

Conclusion

The proposed Zoning By-Law Amendment and Site Development applications have been reviewed in accordance with the policies of OPA #450, the requirements of By-law 1-88 and the area context. The Planning Department is satisfied that the proposed rezoning of a 1.24 ha parcel from A Agricultural Zone to C7 Service Commercial to facilitate the development of an automobile gas bar, convenience retail store/eating establishment with drive-through, and a, car wash, is appropriate. Accordingly, it is recommended that the applications be approved, subject to the conditions contained in this report.

Attachments

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

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Report prepared by:

Christina Napoli, 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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Item 83, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By receiving the written submission from Ms. Linda Mae Maxey, 65 Cheltenham Avenue, Woodbridge, L4L 1K6, dated June 20, 2005.

83

**OFFICIAL PLAN AMENDMENT FILE OP.05.010
SCEPTRE DEVELOPMENTS
REPORT #P.2005.27**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the following deputations be received:**
 - a) Mr. Jamie Maynard, 75 William Street, Woodbridge, L4L 2R9;**
 - b) Mr. Greg Barbieri, President, Kipling Ratepayers' Association, 27 Cheltenham Avenue, Woodbridge, L4L 1K6; and**
 - c) Mr. Daniel Cusimano, Cusimano Architect Inc., 130 Bridgeland Avenue, Suite LL1, Toronto, M6A 1Z4, on behalf of the applicant.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT Official Plan Amendment File OP.05.010 (Sceptre Developments) BE APPROVED, to redesignate the subject lands shown on Attachments #1 and #2 from "Low Density Residential" to "Mixed Use Commercial" in accordance with the Woodbridge Core Area policies in OPA #440 to permit a 4-storey, 39 unit residential condominium (stacked townhouse) building with 912m² of ground floor commercial area, and that the implementing Official Plan Amendment incorporate the following policies that will require the following:**
 - a) the necessary studies (ie. parking study, traffic, environmental, cultural heritage resource impact assessment, noise etc.) to be submitted in support of a site plan application: and**
 - b) a high quality built form in conformity with the Woodbridge Core Urban Design Guidelines and compatible with the existing built form and proposed (Phase One) development.**

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 applications to:

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1. Amend Official Plan Amendment #240 (Woodbridge Community Plan) to redesignate the subject lands shown on Attachment #1 from “Low Density Residential” to “Mixed Use Commercial” in accordance with the Woodbridge Core Area policies in OPA #440, and include policies that will permit a 4-storey, 39 unit residential condominium (stacked townhouse) building with 912m² of ground floor commercial area; and

On October 12, 2004, Council approved Official Plan and Zoning By-Law Amendment applications OP.04.010 and Z.04.028 to permit a 6-storey, tiered condominium building comprised of 146 residential units and ground floor commercial on the abutting Phase One lands shown on Attachment #1. On October 25, 2004, Council adopted OPA #615 to implement the mixed-use development. The implementing zoning by-law has not been enacted for the Phase One lands as site plan approval is required. The Owner has since assembled the properties to the immediate south being 7913, 7925, 7927, 7929, 7933 Kipling Avenue for redevelopment (Phase Two) which is the subject of this report, and has submitted a comprehensive plan showing both phases of the overall development (Attachment #2).

The original Phase Two development submission proposed two, 4-storey buildings connected by a concrete atrium structure and comprised of 62 residential units and 67 parking spaces (Attachment #7). At the May 16, 2005 Public Hearing, the applicant, after meeting with area ratepayers tabled the new proposal shown on Attachment #2, which is the subject of review in this report.

The subject lands shown on Attachment #1 are located on the east side of Kipling Avenue, south of Woodbridge Avenue, in Part of Lot 7, Concession 7, (7913, 7925, 7927, 7929 and 7933 Kipling Avenue), City of Vaughan. The 0.36 ha parcel represents a consolidation of four separate landholdings into one development block. The lands currently contain 5 detached residential dwellings, all of which are proposed to be demolished.

The lands are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor) and OPA #440 Woodbridge Core Area Plan), and zoned R3 Residential Zone by By-law 1-88. The surrounding land uses are:

- North - approved Official Plan and Zoning By-law applications for a 6-storey mixed residential/commercial condominium (Woodbridge Gates Condominium Phase One – C1 Restricted Commercial Zone)
- South - existing single detached dwellings (R3 Residential Zone)
- East - existing York Region seniors building and townhouse units (RM1 and RM2 Multiple Residential Zones, respectively)
- West - Kipling Avenue; existing detached dwellings converted to commercial and home occupation uses (C3 Local Commercial Zone and R3 Residential Zone)

Public Hearing

On April 22, 2005, a Notice of Public Hearing to consider the Official Plan and Zoning Amendment applications was mailed to all property owners within 120m of the subject lands, and to the West Woodbridge Ratepayers Association, the Kipling Avenue Ratepayers Association and the Friends of the Village Group. A number of residents spoke both in support and in opposition to the proposed development at the Public Hearing, with the following comments:

- the development proposes to demolish all the existing homes which would change the look and character of Kipling Avenue. Preservation and incorporation of the existing homes should be considered;

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- increased traffic as a result of the new proposal;
- Kipling Avenue should be left mainly as residential, and commercial should be restricted to Woodbridge Avenue;
- adequacy of parking for the proposed Phase One and Phase Two development;
- proper transition between the subject lands and lands to the south (7909 Kipling Avenue);
- development is encouraged, provided it is comprehensive;
- redevelopment of the area is good and the applicant is addressing many of the concerns raised by the local ratepayer group; and
- in favour of the development, as it will clean up the area.

To date, one (1) written response has been received from the resident located directly abutting to the south at 7909 Kipling Avenue, expressing the following comments summarized below:

- redevelopment is welcomed and change is encouraged along Kipling Avenue and Woodbridge Avenue;
- the resident is in favour of an overall comprehensive development and pleased that the applicant is developing this site in conjunction with the site to the north (Phase One);
- public involvement is required and a site plan should be submitted along with the Official Plan in order to restore this corner and provide an attractive place to live;
- the proposed development neglects a transition between the subject lands and the lands to the immediate south (7909 Kipling Avenue). The proposed 4-storey building is located within a few metres of a two-storey home and one does not provide an appropriate transition;
- additional open space and landscape area should be introduced to provide an increased buffer between the development and the existing residential home; and
- adequate parking should be provided.

The recommendation of the Committee of the Whole to receive the Public Hearing report of May 16, 2005, and to forward a comprehensive report to a future Committee meeting, was ratified by Council on May 24, 2005.

Land Use Status

a) Provincial Policy Statement (2005)

The subject applications were commenced after March 1, 2005 and are therefore subject to the 2005 Provincial Policy Statement (PPS). The PPS encourages the focus of new growth to urban areas and promotes:

- i) efficient, cost effective development, and land use patterns;
- ii) avoid the need of unnecessary and/or uneconomical expansion of infrastructure; and
- iii) support intensification and redevelopment.

The PPS also promotes a full range and mix of housing types and densities to meet projected demographic and market requirements of current and future residents, for a time horizon of up to 20 years. The proposal is consistent with the Provincial Policy Statement.

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b) York Region Official Plan

The Regional Official Plan identifies the subject lands as an "Urban Area" served by major transportation corridors and transit systems. Objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the policies in the Regional Official Plan policies.

c) Vaughan Official Plan

The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor) which permits detached dwellings with limited business or professional office use as a home occupation along Kipling Avenue, between Woodbridge Avenue and Regional Road #7. The subject lands would comprise the second phase to the approved Phase One development (Woodbridge Gates) located at the southeast corner of Woodbridge Avenue and Kipling Avenue, which is identified as a gateway location in the Woodbridge Core Area which the subject lands are also located within and subject to the policies in OPA #440.

A general goal of the Core Area Official Plan (OPA #440) is to ensure that the Woodbridge Historic Commercial Centre continues to fulfill a vital role in the Woodbridge Community as a unique focus of commercial, institutional and recreational services. In addition, buildings are encouraged to be designed in a manner that is complementary to the overall heritage character of the area. Building form, height, shape and details should complement the surrounding historical/architecturally significant buildings as much as possible.

The proposed development will be comprehensively developed and shall conform to the policies and criteria outlined for properties within the "Mixed Use Commercial" designation to ensure a high quality and compatible development with the Phase One and surrounding lands. The criteria are briefly outlined (in part) as follows:

- Development shall be designed to create a lively and active streetscape fostering pedestrian circulation. The use of display windows facing the sidewalks and minimal setbacks from the street frontage will be encouraged. Buildings may only be permitted to be set back from the street where the frontage is used as a patio or seating area with pedestrian focus. Residential uses shall not be permitted along Woodbridge Avenue.
- Access to residential units should be provided in a manner, which provides convenience and security to the residents and does not conflict with the commercial frontages.
- All development shall be of low profile, street-oriented nature. Building heights should generally not exceed three storeys with an opportunity for a fourth storey to be incorporated into the roof area, depending on a compatible relationship to adjacent development.
- Service and garbage storage areas shall be shielded to as great an extent as possible by means of landscaping or design elements.
- Pedestrian systems within developments such as mews, courtyards and lanes will be encouraged. Pedestrian links between commercial sites shall be provided either by means of connections to the street or by direct connections to adjacent commercial sites.
- Parking areas may be provided in a combination of surface, underground or deck structures, and will not be permitted in any front yard and screened from public streets by buildings or other means, such as landscaping.

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The development applications propose a 4-storey residential stacked townhouse building with ground floor commercial uses along Kipling Avenue. An Official Plan amendment is required to redesignate the subject lands from “Low Density Residential” to “Mixed Use Commercial” consistent with the lands to the immediate north (Phase One), which will permit both sites to be developed comprehensively. Commercial uses along this stretch of Kipling Avenue are currently limited to home occupation uses, however a number of development applications in recent years have been permitted to allow an expanded range of commercial uses.

Density

OPA #240 permits a maximum residential density of 17 units per gross hectare for “Low Density Residential” development within the Woodbridge Core Area. The applicant is proposing to redesignate the subject lands from “Low Density Residential” to “Mixed Use Commercial”, consistent with Phase One. The Woodbridge Core Area policies in OPA #440 does not establish a maximum density requirement for lands designated “Mixed Use Commercial”. Instead, the number of units are determined from within a building envelope that is defined by building height and minimum setback requirements.

Zoning

The lands represent a consolidation of four lots to form one development block and are zoned R3 Residential Zone. A Zoning By-law Amendment application to rezone the subject lands from R3 Residential Zone to RA2 Apartment Residential Zone has been filed to facilitate the proposed development.

The Owner has submitted a conceptual site plan, as shown on Attachment #2. Based on the current plan, the following zoning exceptions are required to implement the proposal:

- permit a maximum of 39 residential stacked townhouse units;
- permit a maximum building height of 4-storeys or 14.5m to the top of the roof;
- permit a minimum of 300 parking spaces for the site, whereas the By-law requires 396 spaces; and
- require a minimum front yard (Kipling Avenue) of 1m, whereas the By-law requires 7.5m.

By-law 1-88 does not have a mixed-use zone category to implement mixed-use of development, and therefore, the application of site-specific zoning requirements within the RA2 Zone category will be used to facilitate the proposed development.

The final zoning exceptions that are required to implement the proposal, may change through the site plan approval process, and will be identified in the future technical report for the site plan application. A formal site plan application submission is required in order to assess and confirm the appropriate development standards for the subject lands. Final approval of the zoning amendment application will be considered together with a site development application at a future meeting of the Committee of the Whole. The implementing zoning by-law will not be enacted until such time as Council has approved the final site plan.

Planning Considerations

Surrounding Area Context

The subject lands front onto Kipling Avenue, south of Woodbridge Avenue within the Woodbridge

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Core Area. The Core Area has been undergoing intensification in the form of mixed-use commercial/high density residential development, particularly along Woodbridge Avenue, with properties on Kipling Avenue also being subject to development applications proposing higher residential densities and commercial uses. The area within the vicinity of the subject lands is developed with existing detached dwellings, some of which, are used for home occupation, and others for residential purposes. Many of the homes on or in the vicinity of the subject lands are older structures and may have some historical or architectural significance, and therefore, should be considered with input from Cultural Services Department and Heritage Vaughan.

Urban Design Guidelines

On October 14, 1994, Council approved Urban Design Guidelines for the Woodbridge Core Area to establish urban design, architectural and landscape guidelines as a basis for reviewing development applications within the Core Area. In addition, the guidelines established an inventory of significant heritage structures categorized in Groups 1 to 3, with Group 1 being the most significant, and Group 3 structures the least.

The structure at 7913 Kipling Avenue is identified in the Core Guidelines as Group 3 structure. The remaining buildings have not been categorized into groups. The current site plan does not incorporate 7913 Kipling Avenue into the proposed development concept.

The Core Area Guidelines are divided into two parts; the first part deals with the current conditions and identifies the proposed urban fabric, and the second deals more specifically with issues related to the development and redevelopment of individual properties within the area. Specifically, the guidelines address building siting, setback, access and parking, scale and massing, and building height, which will be assessed during site plan approval process.

a) Building Siting and Setback

The correct building siting is vital to the urban environment as it enhances the human scale and pedestrian circulation. The guidelines envision a building setback along main roads generally aligned with historical structures and without side yard setbacks, unless required for vehicle and pedestrian access. The Phase One development proposed a minimum 0m setback along Kipling Avenue and Woodbridge Avenue, with the development in Phase Two proposing a building setback ranging from 1m to 2m along Kipling Avenue.

b) Access and Parking

The Core Area Guidelines encourage the consolidation of driveways along Woodbridge Avenue and Kipling Avenue concealment of surface parking, and the provision of vehicular links. The proposed site plan shown on Attachment #2 identifies two access points on Kipling Avenue into the site and leading to an underground parking garage. The driveway and parking underground garage serve both Phases One and Two of the overall comprehensive development. The underground and surface parking areas are accessed and located behind the building away from Woodbridge Avenue and Kipling Avenue. The Engineering Department will review the proposed driveway locations, access and parking layout designs as part of the site plan review process.

c) Scale and Massing

The scale and massing of new development on the subject Phase Two lands should be compatible with that of Phase One and with the existing development adjacent to or in close proximity to the subject lands. The predominant factors that will determine of the scale of a building are its height, size, location on the lot, and architectural treatment, including door and

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window openings, roof shapes, balconies, and porticoes. OPA #440 identifies the Phase One parcel as a gateway location and therefore, the subject lands should be of significant scale and massing in order to complement this gateway role. The proposed building design for Phase One incorporates a tiered upper floor, with 5 storeys wrapping around the corner of Woodbridge Avenue and Kipling Avenue. Phase Two proposes a 4-storey stacked townhouse condominium building as shown on Attachments #4, #5 and #6. The height of this building, the tiered architectural design, and the introduction of ground floor commercial must be reviewed in the context of the appropriate scale and massing consistent with this gateway location.

The proposed building materials for Phase One and Two include a combination of face brick and natural stone and stucco, with the face brick being the most dominant material. The roofline is relatively flat with minor dips where the rooflines match. Through the site plan review process, input will be obtained from area residents and ratepayer groups with respect to the final building elevations for Council's consideration.

d) Building Height

A tiered six-storey building has been approved for Phase One. The subject Phase Two applications propose a building height of 4-storeys along Kipling Avenue. An appropriate transition between the two phases and the lands to the south is important and must maintain a consistent complementary built form that contributes to the gateway core role envisioned at this corner, location, while not creating an adverse impact on the lands to the south.

Prior to Council's consideration of the site plan, the applicant should meet with the local ratepayers group and interested residents to discuss and obtain input into the development plans for this corner location.

Servicing

On October 4, 2004, Council approved a report from the Commissioner of Engineering/Public Works and the Commissioner of Planning with respect to the "Interim Strategy for Allocation/Reservation of Servicing Capacity. At the meeting, allocation was reserved for Ashlock Ltd/Sceptre Developments (Phase One) for 146 residential units. Availability of water and sanitary servicing Phase Two, must be identified and allocated by Council, if approved, as part of the site plan approval process.

Parking and Access

The preliminary site plan identifies two single driveway access points on Kipling Avenue, that will each serve as the main ingress and egress for both the Phase One and Phase development. The main parking area is located underground, except for 6 surface parking spaces located between the buildings within the internal courtyard, and concealed from street view. The Engineering Department must approve the final location of the access driveways on Kipling Avenue, through the site plan approval process.

The preliminary site plan proposes 300 parking spaces to serve the two phases of development of which 294 spaces are located in an underground parking garage. By-law 1-88 requires that parking for the proposed mixed use development be calculated as follows:

Residential Use (179 residential units x 1.5 spaces)	= 269 spaces
Residential Visitor Parking (179 units @ 0.25 spaces/unit)	= 44 spaces
	<u>313 spaces</u>

+

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Commercial G.F.A (1392m ² @ 6 spaces/100m ²)	= 83 spaces
Total Parking Required	= 396 spaces

Based on the preliminary site plan for Phases One and Two, the proposed parking supply is deficient by 96 spaces (24.2%) and therefore, a parking study is required in support of the proposal and must be reviewed and approved by the Engineering Department, prior to the enactment of the implementing zoning by-law and site plan approval. The specific commercial uses are not known at this time and therefore, the typical commercial parking rate of 6 spaces per 100m² of gross floor area has been applied. The parking requirement for this site may change as the specific commercial uses are identified. A parking study for Phase 1 of the proposed development was submitted and approved, but must be revised to include Phase 2, based on the new proposal. The final parking study must be approved to the satisfaction of the Engineering Department.

Heritage

Cultural Services Staff has reviewed the proposal and has indicated that the assembled landholding contain three buildings that are listed on the City of Vaughan's Inventory of Heritage Properties being 7913, 7925 and 7929. In particular, 7913 Kipling Avenue achieved a preliminary score of 71 points in the Built Heritage Evaluation process, which is a rating for "significant" heritage properties. As the application proposes to demolish all the structures, the applicant must therefore, consider the following comments that have been provided:

- The residential buildings at 7913, 7925 and 7929 Kipling Avenue are listed on the City of Vaughan's Inventory of Heritage Properties and as such are defined as buildings of cultural heritage value.
- The proposal includes buildings listed on the City of Vaughan Inventory of Heritage Properties, therefore, the above application is subject to review by the Heritage Vaughan Committee.
- A demolition permit will not be approved for 7913, 7925 and 7927 Kipling Avenue until further notice from Cultural Services Department, pending the submission of a Cultural Heritage Resources Impact Assessment for review by the Heritage Vaughan Committee addressing scale, materials and the general character of the historic village of Woodbridge.

As noted earlier, the Woodbridge Historic Commercial Centre Urban Design Guidelines approved by Council, included input from a visioning team comprised of residents, City Staff and area ratepayers, who prepared a list of structures with architectural and historic significance. The list was divided into 3 groups, (1 to 3), with Group 1 having including the structures with the most historic and architectural significance. The structure at 7913 Kipling Avenue was recognized as having some historic and architectural significance, but identified as a Group 3 structure.

An objective of the Woodbridge Historic Commercial Centre Guidelines is to retain the unique identity of the Woodbridge Historic Commercial Centre, to emphasize its historical and architectural heritage, and to create a cohesive streetscape. The preservation of significant structures should take priority over all other conditions, and general improvements or additions to older buildings in the area should be oriented towards restorations rather than modernization.

However, in instances where buildings have little historical or architectural merit, changes should be permitted if they enhance the overall streetscape, and would include the following:

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- renovations that permit a change in use with the introduction of elements that improve both the function and aesthetic character of facades;
- addition of architectural details compatible with the historical period and architectural style of the building; and
- major building expansions that, by preserving at least two facades and part of the roofline, will improve the function of a building without comprising the integrity of its image and its contribution to the overall streetscape character.

In consideration of the above, the preferred approach is to restore and incorporate the listed structure into the development, but only if it can be architecturally incorporated without being detrimental to the streetscape and to the integration of the two phases. Proper integration of Phases One and Two is important since the development represents a gateway to the Woodbridge Core and will establish a standard for future development within the immediate area. If this is not possible, the removal of the buildings located on the site may be appropriate.

Region of York

The Regional Planning Department has reviewed the proposed development and has indicated that it is consistent with the Regional Official Plan policies to direct development to existing built-up urban areas, provide a wider range of housing types, and accessibility to existing and planned transit services.

Based on their preliminary review Regional Staff have no objection to the proposed Official Plan Amendment application for the land use change. As such the Official Plan application has been exempted from Regional approval, and should Vaughan Council approve the application, the City will be the final approval authority.

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 subject lands (Phase Two) are designated "Low Density Residential" by OPA #240, which permits single detached residential dwellings with home occupation uses restricted to limited office commercial uses.

The Official Plan does not permit the proposed 4-storey mixed-use residential/commercial building, however, it does identify the approved Phase One development as a gateway location and encourages additional massing and design features. The proposed Phase Two development will be integrated with Phase One, located at the southeast corner of Kipling Avenue and Woodbridge Avenue. A redesignation of the subject lands to "Mixed Use Commercial" will facilitate a development that is functionally and architecturally consistent with the development located in the Woodbridge Core Area, and particularly at this gateway location.

The preliminary Phase Two building design incorporates architectural elements that are compatible with the Phase One development to the north, from a scale and massing perspective, and will add to the gateway role expected of this site. The details of the proposal will be reviewed more thoroughly as part of the site plan approval process. However, at this point in time, the site plan drawing submitted for the subject lands is preliminary and must be developed further.

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On this basis, the Planning Department can support the approval of the Official Plan Amendment Application to redesignate the Phase Two lands from “Low Density Residential” to “Mixed Use Commercial” to permit the proposed 4-storey mixed-use residential/commercial condominium building, provided the issues of heritage preservation and/or appropriate disposition of heritage structures, parking, and building design with respect to addressing an appropriate transition between the existing and proposed land uses are finalized through the review of the site plan application. In consideration of the above, the implementing Official Plan Amendment will contain policies to address, these matters, which will be considered through the review of the related site plan application, prior to the technical report for the site plan being considered at a future Committee of the Whole meeting.

The applicant is required to submit a site development application for review, upon which the detailed aspects of site development will be the provided in a future technical report, together with a zoning amendment application. In order to ensure that all exceptions are captured, the implementing zoning by-law will not be enacted until Council has approved a site plan application.

Attachments

1. Location Map
2. Conceptual Site Plan (Phase One and Two)
3. Conceptual Cross Section (Phase Two)
4. Conceptual West, East and South Elevations (Phase Two)
5. Conceptual East and North Elevations Phase One (Woodbridge Avenue)
6. Conceptual South and West Elevations Court Yards
7. Original Proposed Site Plan (May 16, 2005 Public Hearing)

Report prepared by

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/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 84, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

84

**ZONING BY-LAW AMENDMENT FILE Z.65.84
DRAFT PLAN OF SUBDIVISION FILE 19T-84029
ROBINTIDE FARMS LIMITED
REPORT # P.2004.74**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application File Z.65.84 (Robintide Farms Limited) BE APPROVED, to provide an exception to the ORM Oak Ridges Moraine and OS5 Open Space Environmental Protection Zone to permit the following:
 - an estate residential plan of subdivision with the application of the RR Rural Residential Zone standards, and the following exceptions to the RR Zone:
 - minimum lot frontage shall be 28m;
 - minimum lot area shall be 6,000m²;
 - minimum setback to the OS5 Zone shall be 15m; and
 - a stormwater management pond shall be permitted within the OS5 Open Space Environmental Protection Zone.
2. That Draft Plan of Subdivision File 19T-84029 (Robintide Farms Limited) BE APPROVED, subject to conditions set out in Attachment #1;
3. 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 and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
4. THAT the following street name for Draft Plan of Subdivision 19T-84029 (Robintide Farms Limited), as shown on Attachment #3, BE APPROVED:

STREET

Street 'A'

PROPOSED NAME

Robintide Court

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.

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Purpose

The Owner has submitted applications to amend the Zoning By-law and for Draft Plan of Subdivision. The zoning amendment will permit a site-specific exception to the existing ORM Oak Ridges Moraine Zone with application of the RR Rural Residential Zone standards on the tableland area of the site to facilitate a proposed draft plan of subdivision consisting of 15 estate residential lots with frontages ranging between 28m to 104m for detached residential units on a road. The valleylands are currently zoned OS5 Open Space Environmental Protection Zone and will include a buffer block and stormwater management pond. The draft plan of subdivision is shown on Attachment #3.

Background - Analysis and Options

The subject lands are located on the north side of King-Vaughan Road, west of Keele Street, in Part of Lot 1, Concession 4, City of Vaughan, as shown on Attachment #2. The subject 16.81 ha site is part of the owner's larger landholding (28.73ha), the remainder of which is not included in the proposed draft plan of subdivision. The 16.81ha site has 340m of frontage on King-Vaughan Road, and a depth which varies between 300m to 400m. The surrounding land uses are:

- North – woodlot, residential (King Township)
- South – King-Vaughan Road; farmland (ORM Oak Ridges Moraine Zone and OS5 Open Space Environmental Protection Zone)
- East – residential, farmland, open space, woodlot (ORM Oak Ridges Moraine Zone and OS5 Open Space Environmental Protection Zone)
- West – farmland (ORM Zone)

The site is designated "Estate Residential" by OPA #600, as amended by OPA #604 (Oak Ridges Moraine Conformity Plan). The tablelands are zoned ORM Oak Ridges Moraine Zone and the valleylands are zoned OS5 Open Space Environmental Protection Zone by By-law 1-88, as amended by By-law 242-2003 (the City's Oak Ridges Moraine Conformity Zoning By-law Amendment).

The applications were submitted prior to the enactment of the Oak Ridges Moraine Conservation Act on November 16, 2001, the applications may proceed to approval, subject to conformity with the prescribed provisions of the Plan as set out in Section 48 of the Oak Ridges Moraine Conservation Plan and OPA #604.

On May 14, 2004, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands. As a result of the public hearing notice, the Development Planning Department received two written responses to the applications. Both comments were in support of the application, stating that the proposal is complementary to the existing subdivision to the north in King Township, and should be joined at Winter Road by extending the road in the proposed subdivision. In addition, at the Public Hearing on June 7, 2004, neighbouring residents voiced their concerns with respect to the additional traffic created by the proposal and the impact of the proposed development on the private wells and the various studies required to support the private services.

The recommendation of the Committee of the Whole to receive the Public Hearing report on June 7, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 14, 2004.

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Official Plan

a) Land Use Designation

The subject lands are designated "Estate Residential" by OPA #600, and further designated as "Natural Linkage Area" and "Natural Core Area" by OPA #604, which is the City's Oak Ridges Moraine Conformity Official Plan Amendment. The "Estate Residential" designation permits single detached dwellings on large lots. Each lot shall be serviced by a private well and sewage disposal system, which is provided for on the plan and appears to be sufficient, and must be confirmed at the building permit stage.

b) Estate Residential Subdivision Design Criteria

The Official Plan establishes the following criteria respecting the development of estate residential subdivisions:

- i) The minimum lot size for estate residential plans of subdivision shall be a minimum of 6,000m².

The proposed draft plan of subdivision includes 15 residential lots each with the minimum lot area of 6,000m².

- ii) For each lot, sufficient area shall be set aside for the installation of two septic tile beds and a recreational amenity area.

Attachment #3 shows the required primary and reserve tile beds. It appears that the proposed 640m² area is sufficient, however further review will be conducted at the building permit stage.

- iii) A natural vegetative buffer area with a minimum width of 30m from watercourses and ponds is required, or to the limit of the valley and stream corridor, whichever is greater, in order to minimize the impacts of development on the water resource.

A 30m woodland limit has been staked by the Ministry of Natural Resources (MNR) and is shown on Attachment #3. These lands will remain in private ownership as open space and zoned OS5 Open Space Environmental Protection Zone.

- iv) Roads should follow the topography of the site.

The road identified as Street 'A' on Attachment #3 has been designed to follow the topography of the site.

Oak Ridges Moraine Conservation Plan

Due to the timing of the submission of the applications in 1984, the applications are subject only to the "Prescribed Provisions" of the Oak Ridges Moraine Conservation Plan, or Section 10.1 (i) of OPA #600. The relevant sections of the ORMCP require that the applicant demonstrate connectivity of natural and hydrological features; identification, protection of natural and hydrological features, including the provision of required minimum vegetative protection zones; and to ensure that the appropriate sewage, water and stormwater management techniques are utilized.

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There are several key natural heritage features and hydrologically sensitive features within the subject lands, including the Maple Uplands and Kettle Wetlands Area of Natural and Scientific Interest (ANSI), Significant Woodlands, wetlands, and permanent and intermittent streams. The key natural heritage features and hydrologically sensitive features have been delineated and protected with the required minimum vegetative protection zone (or ecological buffer) of 30m, which is located outside of the proposed residential lots.

Within the key natural heritage features and hydrologically sensitive features, development and site alteration is not permitted, with the exception of stormwater management ponds, which are permitted within the minimum vegetative protection zone, but not the feature itself. The proposed stormwater management pond is located within the minimum vegetative protection zone and outside of the key natural heritage and hydrologically sensitive features.

In support of the requirements of the ORCMP, and Section 10.1(i) of OPA #600, the applicant submitted an Oak Ridges Moraine Conformity Report prepared by Alcorn and Associates (January 2003), Environmental Impact Study prepared by Stantec Consulting (April 2004), and Drainage, Grading, Storm Water Management and Hydrological Evaluation prepared by Cansult (April 2004), which has been reviewed by the City and TRCA staff. The Development Planning Department is satisfied that conformity to the policies of the Oak Ridges Moraine Conservation Plan has been achieved. Additional technical work must be undertaken by the applicant in order to address the TRCA's issues with regard to surface water balance to the wetlands on site, and a monitoring program for the wetlands from pre-construction to subdivision assumption. The TRCA's outstanding issues are included as conditions of approval.

Zoning

The subject lands are zoned ORM Oak Ridges Moraine Zone and OS5 Open Space Environmental Protection Zone by By-law 1-88, as amended by By-law 242-2003 (the City's Oak Ridges Moraine Conformity Zoning By-law Amendment). To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to permit an estate residential subdivision on the subject lands zoned ORM Zone.

Due to the requirements of the *Oak Ridges Moraine Conservation Act*, and the Oak Ridges Moraine Conservation Plan, the tablelands will continue to be zoned ORM Oak Ridges Moraine Zone and the valleylands will continue to be zoned OS5 Open Space Environmental Protection Zone. Exceptions to the ORM Zone will be required to permit the estate residential lots single detached dwelling units. An exception to the OS5 Zone will be required to permit the stormwater management pond (Block 16).

The ORM Oak Ridges Moraine Zone provides for a 90m setback to an OS5 Open Space Environmental Protection Zone. The ORM Zone will include the residential lots which will utilize the RR Rural Residential Zone standards. The RR Zone provides a 15m rear yard setback which is considered adequate to protect the adjacent natural features, however, in order to ensure consistency in the application of the standards, where there is a side yard abutting the natural features, there will be a 15m setback from the OS5 Zone rather than the required 90m by the ORM Zone.

The ORM Zone will address the minimum required lot area and lot frontage to implement the draft plan of subdivision based on the RR Rural Residential Zone standards. The minimum requirement for lot area will be increased from 4,000m² to 6,000m² in order to comply with the minimum requirements of the "Estate Residential" policies in the Official Plan. The minimum lot frontage requirement will be decreased from 45m to 28m to accommodate the proposed pie shaped lots.

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The ORM Zone will include the minimum building setbacks of the RR Zone as follows:

- front yard 15m
- rear yard 15m
- interior side 4.5m
- exterior side 9m

A maximum lot coverage of 10% shall also apply, which is consistent with the RR Zone.

Subdivision Design

The proposed 16.81ha draft plan of subdivision shown on Attachment #3 consists of 15 residential lots with lot frontages ranging between 28m to 104m, and a minimum lot area of 0.6ha, and proposed for single-detached residential dwellings. The lots front onto the proposed street name of "Robintide Court", which traverses the site in a northwest direction and ends in a cul-de-sac.

A stormwater management pond, which is identified as Block 16 on Attachment #3, is proposed between Lots 12 and 13, an accessed by a 7.5m wide maintenance road abutting Lot 13. The Owner will also use this maintenance road, which is part of Block 17, in order to access the private open space.

At the Public Hearing, a resident from the subdivision to the north in the Township of King wrote that the proposal is complementary to the existing subdivision to the north, and that the two estate residential communities should be joined by extending the proposed "Robintide Court to Winter Road in King. However, this is not possible due to the 30m wide MNR staked wetland limit that extends south from Winter Road and does not allow a physical connection.

The development details for the draft plan of subdivision are as follows:

Estate Residential (Lots 1-15 incl.)	9.12ha
Local Road	1.00ha
Block 16 Stormwater Management Pond	0.24ha
Block 17 Private Open Space	6.16ha*
Block 18 Road Widening	0.27ha
Block 19-20 (0.3m Reserve)	<u>0.02ha</u>
TOTAL	16.81ha

*Block 17 includes the 30m wide buffer areas comprising 1.76ha

Toronto and Region Conservation Authority (TRCA)

The TRCA has provided conditions of approval, which are provided in Attachment #1, to address the outstanding issues related to the plan. The TRCA has provided comments respecting stormwater management details, site water balance and water balance to wetlands, and a monitoring program for the wetlands, in addition to the following:

i) Open Space Block

The TRCA has requested that the Open Space lands in the draft plan be conveyed to a public

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authority, which is consistent with their Valley and Stream Corridor Program, and is consistent with the City's practice. However, the TRCA has consented to permit the open space lands to remain in private ownership as the Owner intends to retain ownership of these lands and maintain the existing riding trail on these lands. While TRCA's ultimate preference would be to have these lands conveyed into public ownership, they are satisfied with the Owner's assurances that the lands will be maintained in their natural state. The open space lands will be zoned OS5 Open Space Environmental Protection Zone, which does not permit site alteration or new structures.

ii) Fencing

The TRCA had previously requested fencing to be installed along the rear lot lines of the residential lots that abut the valley. This issue stems from previous experiences of encroachments by future landowners into open space blocks (*i.e.*, garden plots, ancillary structural encroachments and dumping). The agent for the Owner has stated that the Owner will be vigorously 'policing' the boundary between the estate residential lots and the open space block. Furthermore, 4" x 4" painted posts, which will be clearly marked and visible to landowners, will be installed along the property lines/setback area, and included as a condition of approval.

iii) Education Kit

The TRCA has requested that given the open space lands will remain in private ownership and that the estate residential lots will abut many natural features on the Oak Ridges Moraine, the applicant should assemble and distribute an information package to future landowners in the subdivision, which informs them of the natural features in the area. This information kit will provide information on the Oak Ridges Moraine, including its overall role and function. This requirement has been included as a condition of approval.

Vaughan Engineering Department

The Vaughan Engineering Department has provided the following comments:

i) Servicing Allocation

There are no municipal services in this area, therefore, servicing allocation is not required in this subdivision. The individual services must be applied for in this subdivision, and should comply with the MOE development guidelines and current Ontario Building Code requirements.

ii) Roads

The roads within the subdivision should conform to City Standards. The angle bend for "Robintide Court" must be confirmed and include the daylight-triangle and centreline angle on the drawing, as per the City's current standards. All driveway locations on the draft plan at the proposed cul-de-sac and angle bend must be provided. A 0.3 metre reserve on the daylight triangle as per the City's current standards is also required. All curb and street line radii are to be shown. Additional detail is required on the draft plan to illustrate how the City's current angle bend detail can be implemented.

King-Vaughan Road is a City Road. The Region of York Transportation and Works Department has provided conditions of approval on Attachment #1, to protect for road widenings and other Regional interests, if in the future, King-Vaughan Road is transferred from the City to the Region.

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iii) Engineering Servicing

In accordance with the servicing study report by Hydroterra Limited, dated October 1999, the subject subdivision will be serviced by drilled wells and tile-bed systems on the individual lots. Those individual services should comply with the Ministry of the Environment (MOE) development guidelines and current Ontario Building Code requirements.

iv) Sanitary Servicing

The subject site will be serviced by individual septic tank and tile bed systems. The location of the septic tank and tile bed should be shown with the minimum set back on the drawing as per the current Ontario Building Code. The private sewage disposal systems must be installed in accordance with the requirements of the Regional Medical Officer of Health and the regulations of the MOE.

v) Storm Drainage

The necessary approval for the Wetland, Woodland, Oak Ridges Moraine Conformity, and Storm Water Management shall be required from the Ministry of Natural Resources (MNR), TRCA and the Region of York.

The storm water management pond must be designed and sized to the satisfaction of the City.

An access road to the storm water management pond must be designed to the satisfaction of the City, with a minimum width of 4.0 metres.

vi) Water Supply

The proposed development will be serviced by individual drilled wells that are subject to the approval of the Region of York. The location of the well should be within the minimum setback requirements of the current Ontario Building Code. The quality of the water (Bacteria and Chemical) should conform to the MOE Drinking Water Standards.

Archeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. The Cultural Services Department has no objections to the approval of the proposed subdivision, subject to the conditions of approval set out in Attachment #1.

Agency Comments

Canada Post and PowerStream Inc. has advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval, as set out in Attachment #1.

Street Name

The Development Planning Department has reviewed the proposed street name of "Robintide Court" and has no objections. The Development Planning Department for the Region of York has also reviewed the street name and advised that it does not have any objections.

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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

The proposed applications to amend the Zoning By-law and to approve Draft Plan of Subdivision 19T-84029, have been reviewed in accordance with the policies in the Official Plan and the requirements of By-law 1-88. The Development Planning Department is of the opinion that the proposed draft plan of subdivision consisting of 15 single detached lots with minimum 28m frontages and 6000m² lot areas is an appropriate form of development for the lands, and conforms to the subdivision design criteria in OPA #600. The proposed plan also satisfies the applicable requirements of the Oak Ridges Moraine Conservation Plan. On this basis, it is recommended that the proposed amendment to the Zoning By-law and the Draft Plan of Subdivision be approved, subject to the conditions set out in Attachment #1 to this report.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision

Report prepared by:

Mauro Peverini, Senior Planner, ext. 8407
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 85, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

85

**OFFICIAL PLAN AMENDMENT FILE OP.04.021
ZONING BY-LAW AMENDMENT FILE Z.04.073
680401 ONTARIO LIMITED, IN TRUST FOR NETWORK REALTY
REPORT #P.2005.12**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005, be approved; and**
- 2) That the written submission of Mr. Bob Natanson, 1 Maison Parc Court, Suite 415, Thornhill, L4J 9K1, dated June 16, 2005, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.04.021 (680401 Ontario Limited, In Trust For Network Realty) BE APPROVED, to increase the maximum net residential density on lands designated "Mixed Commercial/Residential Area" in OPA #471, from 148 to 170 units/ha (ie. from 78 to 129 units [increase of 51 units] on the subject lands, or from 227 to 278 units on the combined subject and northerly Alterra lands); and to reduce the maximum permitted commercial gross floor area from 1,100 m² to 557 m².
2. THAT Zoning By-law Amendment File Z.04.073 (680401 Ontario Limited, In Trust For Network Realty) BE APPROVED, to amend the site-specific provisions of the RA3 Apartment Residential Zone in Exception 9(545) of By-law 1-88, as follows:
 - a) require a minimum residential parking standard of 1.15 spaces/unit;
 - b) require a minimum commercial parking standard of 5.4 spaces/100 m² GFA;
 - c) permit a maximum of 56 surface parking spaces;
 - d) require a minimum 1.2m wide landscape strip abutting Dufferin Street, directly adjacent to the northwest corner of the building;
 - e) revise the building envelope on Exception Schedule "E-396" to facilitate a narrower and longer building footprint, consistent with the conceptual site plan on Attachment #2;
 - f) permit a maximum residential GFA of 13,087 m²;
 - g) permit a maximum commercial GFA of 557 m²;
 - h) permit a combined maximum residential/commercial GFA of 13,644 m²;
 - i) permit a maximum of 129 residential dwelling units on the subject lands, or a maximum of 278 units on the combined subject and northerly Alterra site; and,
 - j) require a minimum amenity space standard of 15.4 m²/unit.

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3. THAT the implementing zoning by-law not be enacted until Council has approved a site plan application for the subject lands.

Economic Impact

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

Purpose

1. The Owner has submitted an application to amend the Official Plan to:
 - a) increase the maximum net residential density on lands designated “Mixed Commercial/Residential Area” in OPA #471, from 148 to 170 units/ha (ie. from 78 to 129 units [increase of 51 units] on the subject lands, or from 227 to 278 units on the combined subject and northerly Alterra lands, as shown on Attachment #1; and
 - b) reduce the maximum permitted commercial gross floor area from 1,100 m² to 557 m².
2. The Owner has submitted an application to amend the Zoning By-law, to permit the following site-specific exceptions to the RA3 Apartment Residential Zone:
 - a) a reduction to the minimum required residential parking standard from 1.3 to 1.15 spaces/unit;
 - b) a reduction to the minimum required commercial parking standard from 5.5 to 5.4 spaces/100 m² GFA;
 - c) an increase in the maximum permitted number of surface parking spaces from 20 to 56 spaces;
 - d) a reduction to the minimum required landscape strip width abutting Dufferin Street, directly adjacent to the northwest corner of the building, from 1.5m to 1.2m;
 - e) a revision to the permitted building envelope on Exception Schedule “E-396” to facilitate a narrower and longer building foot-print, consistent with the conceptual site plan on Attachment #2;
 - f) an increase in the maximum permitted residential GFA from 12,255 m² to 13,087 m²;
 - g) a reduction to the maximum permitted commercial GFA from 1,100 m² to 557 m², as a result of the increase in the residential GFA;
 - h) an increase in the combined maximum permitted residential/commercial GFA from 13,355 m² to 13,644 m²;
 - i) an increase in the maximum permitted residential dwelling unit count on the subject lands from 78 to 129 units (increase of 51 units), or from 227 to 278 units on the combined subject and northerly Alterra property; and,

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- j) a reduction to the minimum required amenity space from 25 to 15.4 m²/unit.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northeast corner of Steeles Avenue West and Dufferin Street, in Part of Lot 1, Concession 2, City of Vaughan. The 0.758 ha irregular-shaped lot has 77m frontage along Dufferin Street and 120m flankage along Steeles Avenue West.

The subject lands are designated "Mixed Commercial/Residential Area" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by site-specific OPA #471, which also applies to the northerly abutting lands developed by Alterra for an 8-storey, 149 unit condominium apartment building (Chateau Ridge), with a combined land area of 1.638 ha. The subject lands are zoned RA3(H) Apartment Residential Zone with Holding "H" provision by By-law 1-88, subject to site-specific Exception 9(545). The surrounding land uses are:

- North - residential (RA3 Apartment Residential Zone)
- South - Steeles Avenue West; commercial (City of Toronto)
- East - open space (OS2 Open Space Park Zone)
- West - Dufferin Street; commercial (C6 Highway Commercial Zone and C1 Restricted Commercial Zone)

On January 28, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Glen Shields Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole on February 21, 2005, to receive the Public Hearing report, and to forward a comprehensive report to a future Committee meeting, was ratified by Council on February 28, 2005.

Previous OMB Context

On February 23, 1994, the Ontario Municipal Board (OMB) issued a decision in regards to applications submitted and appealed by the previous owner (887174 Ontario Limited) to amend the Official Plan and Zoning By-law and for Site Plan approval affecting the lands at the northeast corner of Dufferin Street and Steeles Avenue West (ie. the subject and Alterra lands). The previous owner proposed to develop the 1.6 ha parcel with two, 17-storey apartment buildings with a total of 296 units, and a 6,000 m² office building. The OMB denied the appeals, and in its decision, provided guidance to the municipality, landowners and concerned parties as to how the Dufferin Street and Steeles Avenue West intersection should be treated in terms of policy development. The OMB recommended a comprehensive policy approach to development of the intersection, rather than on a site-specific basis; identification of an acceptable level of density and appropriate land uses; and attention to traffic and site access concerns.

Following the OMB decision, Council directed Staff and a team of consultants to undertake the Dufferin Street-Steeles Avenue Comprehensive Land Use Review, which commenced on December 15, 1994. On March 25, 1996, Council considered the final Study report, and resolved that Staff prepare the implementing official plan amendment, to which OPA #471 was adopted by Council on May 15, 1996, and was subsequently referred to the OMB together with the implementing zoning by-law amendment. On June 13, 1997, the OMB issued its decision in respect of OPA #471 and the site-specific zoning by-law amendment, and approved both amendment documents, which provides policies and requirements to facilitate comprehensive site development of the 1.6 ha lands, including but not limited to permitted uses, development and design objectives, parking standards, building height and setbacks as established within envelopes, landscaping and amenity area requirements, and development phasing.

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Policy Context

a) Provincial Policy Statement

The Provincial Policy Statement (PPS) supports efficient land use, a range and mix of housing types and densities, and residential intensification, which encourages the use of public transit. The proposed increase in density meets the intent of the PPS.

b) Region of York - Official Plan

The Region of York's Official Plan designates the subject lands as "Urban Area", which is served by major transportation corridors and transit systems. An objective of the Regional Plan is to target growth to existing built-up portions of the urban areas, to encourage carefully planned intensification, and to provide for a broad range of housing types and higher density development. The proposed increase in density is consistent with the policies in the Regional Official Plan.

The Regional Planning Department has advised that they have no objections to the proposed increase in density, and that servicing allocation will need to be confirmed at the site plan stage. Should Vaughan Council approve the proposal and adopt an implementing Official Plan Amendment, the Region of York will be the final approval authority.

b) City of Vaughan – Official Plan

The subject lands are designated "Mixed Commercial/Residential Area" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by site-specific OPA #471, which permits residential apartment buildings at a maximum net residential density of 148 units/ha. OPA #471 applies to the subject lands and the abutting northerly lands developed by Alterra (Chateau Ridge project) for 149 condominium apartment units within an 8-storey building, as shown on Attachment #2. For the purposes of calculating net residential density, a net hectare includes local and residential collector streets, public parks, as well as, land for the dwelling units, but excludes open space areas, road widenings, and commercial uses. The subject application proposes to increase the net residential density from 148 to 170 units/ha on the combined 1.638 ha lands, thereby requiring an amendment to the Official Plan.

The "Mixed Commercial/Residential Area" designation in OPA #471 also permits commercial uses to a maximum gross floor area of 1,100 m². To ensure the increase in residential density (51 units) is balanced with the amount of commercial in the development, the amendment to the Official Plan will also include a reduction to the maximum permitted commercial gross floor area from 1,100 m² to 557 m².

Traffic Impact

OPA #471 requires a traffic impact report to be submitted where an increase in density is proposed, in order to assess the impact of the development on the surrounding road network. On December 13, 2004, the applicant submitted a Traffic Impact Report prepared by BA Group Transportation Consultants, which assessed the traffic operations on the subject lands (proposed 129 units, plus 557 m² of commercial GFA), the northerly abutting Alterra lands (149 condominium apartment units), and Alterra's two site plan approved condominium apartment buildings (269 units) to be constructed on the north side of Maison Parc Court, together with traffic patterns on Dufferin Street and Steeles Avenue West.

The BA Group report indicated that the applicant's proposal would result in a marginal increase in

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vehicular activity, and negligible impact upon the operating conditions on Maison Parc Court. The relative operational impact on the Steeles Avenue West driveway access would also be negligible. BA Group concluded that the proposed increase in residential units and corresponding decrease in commercial GFA would result in negligible impacts upon the existing/proposed public road network in the vicinity of the subject lands.

Parking Impact

On June 14, 2005, the applicant submitted a Parking Impact Report prepared by BA Group Transportation Consultants, which assessed reduced parking standards for the residential and commercial components of the applicant's development proposal. The BA Group report indicated the following:

a) Residential Parking:

- the Zoning By-law requires a minimum of 1.5 spaces/residential unit, of which 1.3 spaces/unit is allocated to resident parking, and 0.2 spaces/unit to visitor parking;
- factors including transit accessibility, low vehicle ownership characteristics in the area, and parking supply/demand, would support a reduced residential parking supply/standard of 1.15 spaces/unit (a deficiency of 20 spaces), plus 0.2 spaces/unit for visitors, yielding 1.35 spaces/unit;
- the required parking spaces are to be augmented by 25 tandem parking spaces (where access is through another parking stall, and not directly from a driveway aisle) on the basis of 0.19 spaces/unit, to be utilized by residents requiring an additional parking space, and which are not counted in the calculation of required parking for the development; BA indicated that the proposed resident parking standard of 1.15 spaces/unit, plus the tandem parking standard of 0.19 spaces/unit, would yield a standard of 1.34 spaces/unit, which would be consistent with the original by-law requirement of 1.3 spaces/unit; and
- the proposal consists of 129 condominium apartment units, and on the basis of the proposed parking standards, would yield 149 resident parking spaces (plus 25 tandem spaces) on two levels of underground parking, and 26 surface spaces for visitors.

The BA Group report concluded that a resident parking standard of 1.15 spaces/unit (effectively 1.35 spaces/unit with tandem spaces included) similar to Alterra's Chateau Ridge project, combined with visitor parking of 0.2 spaces/unit is sufficient to accommodate the residential development.

b) Commercial Parking:

- the Zoning By-law requires commercial parking to be provided on the basis of 5.5 spaces/100 m² GFA;
- the proposal consists of 557 m² of commercial floor area, and 30 surface parking spaces to serve the commercial patrons, yielding a proposed parking standard of 5.4 spaces/100 m² GFA (a deficiency of 1 parking space);
- the proposal consists of a mixed-use commercial/residential development, which

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will draw (ie. walk) residential clientele from within the subject condominium apartment building, Alterra's northerly Chateau Ridge project, and Alterra's two approved condominium apartment buildings north of Maison Parc Court, which will likely reduce the overall parking demands associated with the commercial floor area, thereby reducing the overall requirement for commercial parking;

- additionally, there will be 26 residential visitor parking spaces located adjacent to the commercial parking supply, which can provide an efficient sharing opportunity to temporarily off-set peak demands for either the residential or commercial uses; and
- the type of commercial floor area typically exhibits a slightly higher turnover, and lower duration of stay characteristics, which translates into lower parking demands; the site-specific zoning by-law permits the following commercial uses on the subject lands: Bank or Financial Institution, Business or Professional Office, Convenience Retail Store, Eating Establishment (provided the GFA of all such establishments does not exceed 350 m²), Personal Service Shop, Post Office, Retail Store, and Video Store.

The BA Group report concluded that the proposed parking standard of 5.4 spaces/100 m² GFA, yielding a one space deficiency, is sufficient to accommodate the proposed commercial development.

Servicing/Allocation

The increase in the number of residential apartment units from 78 to 129 units (increase of 51 units) on the subject lands, or from 227 to 278 units on the combined subject lands and northerly Alterra property, will necessitate the City and Region of York to confirm that adequate water supply and sewage capacity is available to accommodate the future site development at the site plan approval stage.

Parkland Dedication

The increase in the number of residential apartment units from 78 to 129 units (increase of 51 units) on the subject lands, or from 227 to 278 units on the combined subject lands and northerly Alterra site, and reduction in commercial GFA from 1,100 m² to 557 m², will necessitate the parkland dedication amount to be recalculated for the OPA #471 area, in accordance with the parkland dedication policies included within OPA #471, and the Planning Act. A park will be provided at the terminus of Maison Parc Court to serve the OPA #471 area, and therefore, additional parkland cannot be accommodated. Any additional dedication will be facilitated by way of a cash-in-lieu dedication, to be calculated at the site plan stage.

Density/Compatibility

The applicant has submitted a conceptual site plan and building elevations as provided on Attachments #2 and #3, respectively. The site plan shows a 6-storey, "L"-shaped mixed commercial/residential apartment building adjacent to the south and west lot lines, with an internal courtyard that includes a landscaped amenity area and 56 surface parking spaces to serve both residential visitors (26 spaces) and commercial patrons (30 spaces), and two levels of resident underground parking (149 spaces, plus 25 tandem spaces) that can be accessed from

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the east side of the building. The ground floor wing fronting on Dufferin Street will include 557 m² of commercial floor space, with the remainder of the building (13,087 m²) to contain 129 condominium apartment units. A pedestrian walkway located below the second-storey, links the internal courtyard with the public sidewalk at the Dufferin/Steeles intersection. The site will be served by a right-in/right-out access on Steeles Avenue West, and from the Dufferin Street/Maison Parc Court signalized intersection, by way of a driveway connection/easement through the northerly Alterra condominium site.

The OMB-approved Zoning By-law includes building envelopes for the subject and northerly Alterra sites as shown on Attachment #4. The location of the proposed mixed use building on the subject lands is generally consistent with the approved zoning envelope, however, the applicant is seeking a narrower and longer building foot-print, consistent with Alterra's Chateau Ridge condominium, which also sought and obtained zoning relief from the original building envelope. The applicant is proposing to increase the number of residential units on the subject lands, in light of the current market demand for smaller-sized units. Although the residential GFA is increasing from 12,255 m² to 13,087 m² (an increase of 832 m²), the commercial GFA is decreasing from 1,100 m² to 557 m² (a decrease of 543 m²), resulting in a net increase in the combined residential/commercial building GFA of 289 m² (from 13,355 m² to 13,644 m²). However, the proposal will not result in an increase to the maximum permitted building height of 6-storeys, nor will it result in a noticeable change to the mass and scale of the overall building.

The policies and provisions contained in OPA #471 and the site-specific zoning by-law apply to both the subject lands and the northerly abutting Alterra site, and is based on a comprehensive development plan that was approved by the OMB, to facilitate mixed commercial/residential uses at the northeast corner of Dufferin Street and Steeles Avenue West. Accordingly, these municipal land use documents regard the subject and Alterra sites as one lot, regardless of whether or not two or more buildings and structures are erected on any part thereof, and regardless of any conveyances, easements or condominium approvals. The OPA #471 lands have been severed into two parcels through previous decisions, with the applicant retaining ownership of the southerly lands (contains the existing Vinnie Zucchini's restaurant, which is to be demolished upon Council's approval of a site plan application), and Alterra acquiring ownership of the northerly parcel, which they have since built the 149-unit Chateau Ridge condominium. OPA #471 currently permits a maximum of 227 dwelling units, which would leave the applicant with the remaining 78 units to construct a building on the subject lands. The applicant is proposing to increase the number of units on the subject lands to 129, which would provide the proposed development with an additional 51 units, resulting in the overall combined unit count increasing from 227 to 278 units.

The Development Planning Department is satisfied that the proposed increase in density is appropriate and compatible with existing and approved development in the surrounding area, and will facilitate managed growth, intensification and revitalization of the Dufferin Street and Steeles Avenue West intersection, consistent with the Provincial Policy Statement and the Region of York Official Plan. Furthermore, the density increase will not result in on-site parking problems or impact traffic in the surrounding area, as concluded in the respective Parking and Traffic Impact reports prepared by the applicant's transportation consultant (BA Group).

For these reasons, the proposed increase to the maximum net residential density on the lands designated "Mixed Commercial/Residential Area" in OPA #471, from 148 to 170 units/ha (ie. from 78 to 129 units [increase of 51 units] on the subject lands, or from 227 to 278 units on the combined subject and northerly Alterra lands can be supported. The Development Planning Department can also support the corresponding reduction to the maximum permitted commercial gross floor area from 1,100 m² to 557 m², in order to ensure that parking and traffic impacts are maintained at acceptable levels.

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Zoning

The subject lands are zoned RA3(H) Apartment Residential Zone with Holding “H” provision by By-law 1-88, subject to site-specific Exception 9(545). The Owner has submitted an application to amend the Zoning By-law to permit the following exceptions to the RA3 Apartment Residential Zone standards on the subject lands:

a) Residential Parking Standard

The site-specific zoning exception requires residential parking to be provided at a minimum standard of 1.3 spaces/unit. The Owner is proposing to reduce the residential parking standard to a minimum of 1.15 spaces/unit, to address the proposed deficiency of 20 parking spaces, and submitted a Parking Impact Report by BA Group Transportation Consultants. As discussed earlier in the “Parking Impact” section of this report, Staff can support the proposed reduction to the minimum residential standard from 1.3 to 1.15 spaces/unit.

b) Commercial Parking Standard

The site-specific zoning exception requires commercial parking to be provided at a minimum standard of 5.5 spaces/100 m² GFA. The Owner is proposing to reduce the commercial parking standard to a minimum of 5.4 spaces/100 m² GFA, to address the proposed deficiency of one (1) parking space, and submitted a Parking Impact Report by BA Group Transportation Consultants. As discussed earlier in the “Parking Impact” section of this report, Staff can support the proposed reduction to the minimum commercial standard from 5.5 to 5.4 spaces/100 m² GFA.

c) Surface Parking Spaces

The site-specific zoning exception permits a maximum of 20 surface parking spaces to be provided on the subject lands, whereas the applicant is proposing 56 surface spaces (30 commercial spaces, and 26 residential visitor spaces). As identified in the Parking Impact Report by BA Group Transportation Consultants, and discussed earlier in the “Parking Impact” section of this report, the proposed increase in surface parking spaces from 20 to 56 spaces can be supported, which are not visible from Dufferin Street or Steeles Avenue West. Also, the provision of additional surface parking spaces does not take away from providing an adequate landscaped amenity area within the courtyard.

d) Landscape Strip Width

The site-specific zoning exception requires a minimum 1.5m wide landscape strip to be provided adjacent to Dufferin Street, specifically at the northwest corner of the building, whereas the applicant is proposing 1.2m. The proposed building envelope shown on Attachment #2 is not parallel with the westerly property line, resulting in a slight tapering of the landscape strip at this specific corner. Staff can support the proposed minor reduction in the landscape strip width from 1.5m to 1.2m.

e) Building Envelope

The site-specific zoning exception includes a building envelope for the subject lands, as shown on Attachment #4. The Owner has proposed a modification to the approved building envelope, resulting in a narrower and longer building envelope, to coincide with the proposed building footprint as shown on Attachment #2. The revised building envelope will facilitate more appropriate internal suite layouts, to meet current market demand for smaller-sized units. The Development Planning Department can support the revision to the permitted building envelope to facilitate the conceptual building footprint on Attachment #2.

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f) Residential, Commercial & Overall Building GFA

The site-specific zoning exception permits a maximum residential GFA of 12,255 m² on the subject lands, whereas the applicant is proposing 13,087 m² (an increase of 832 m²). However, with the proposed decrease in commercial GFA from 1,100 m² to 557 m² (a decrease of 543 m²), there will be a net increase in the combined residential/commercial building GFA of 289 m² (from maximum 13,355 m² to 13,644 m²).

The Development Planning Department can support the proposed increase in the maximum permitted residential GFA from 12,255 m² to 13,087 m²; the proposed decrease in the maximum permitted commercial GFA from 1,100 m² to 557 m²; and the proposed increase in the combined maximum residential/commercial building GFA from 13,355 m² to 13,644 m², which will facilitate an appropriate mixed-use site development.

g) Residential Dwelling Unit Count

The site-specific zoning exception permits a maximum residential dwelling unit count on the combined subject and Alterra lands of 227 units, whereas the proposed increase in density comprising an additional 51 units on the subject lands, will increase the overall dwelling unit count to 278. As discussed earlier in the "Density/Compatibility" section of this report, the Development Planning Department can support the increase in the maximum permitted residential dwelling unit count on the subject lands from 78 to 129 units (increase of 51 units), or from 227 to 278 units on the combined subject lands and northerly Alterra site.

h) Amenity Space

The site-specific zoning exception requires a minimum amenity space standard of 25 m²/residential dwelling unit, whereas the applicant is proposing a minimum standard of 15.4 m²/unit. Staff can support a reduction to the minimum amenity space standard from 25 to 15.4 m²/unit, which is consistent with reductions granted to other condominium apartment developments (including 15 m²/unit to Liberty Development Corporation in the Thornhill Town Centre).

Relationship to Vaughan Vision 2007

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

Conclusion

The proposed applications to amend the Official Plan and Zoning By-law have been reviewed, in light of the policies contained in the Provincial Policy Statement, Region of York Official Plan, and the City's OPA #471, the requirements of By-law 1-88, comments from public agencies, and the surrounding land use context respecting existing and future development. The Development Planning Department is of the opinion that the proposed increase in density, and proposed zoning exceptions will facilitate an appropriate and compatible mixed-use residential/commercial development at the northeast corner of Dufferin Street and Steeles Avenue West. For the reasons identified in this report, it is recommended that the proposed applications to amend the Official Plan and Zoning By-law be approved.

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Attachments

1. Location Map
2. Conceptual Site Plan/Building Envelope
3. Conceptual Elevations
4. Existing Zoning/Building Envelope

Report prepared by:

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Arto Tikiryan, Senior Planner, ext. 8212

Grant A. 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 86, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

86

**OFFICIAL PLAN AMENDMENT FILE OP.04.012
ZONING BY-LAW AMENDMENT FILE Z.04.038
SITE DEVELOPMENT FILE DA.05.004
1556615 ONTARIO LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 20, 2005:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.04.012 (1556615 Ontario Limited) BE APPROVED, to redesignate the subject lands shown on Attachment #1 from "Office Commercial" to "Neighbourhood Commercial" with the appropriate provisions to be included in the Official Plan Amendment to implement a proposed mixed-use residential/commercial development.
2. THAT Zoning By-law Amendment File Z.04.038 (1556615 Ontario Limited) BE APPROVED, subject to the following:
 - a) That By-law 1-88, be amended, as follows:
 - i) that rezone the subject lands shown on Attachment #1 be rezoned from C8 (H) Office Commercial Zone with the Holding Symbol "H" to C4 Neighbourhood Commercial Zone with a site-specific zoning exception to permit a three-storey, mixed-use development fronting onto Keele Street comprised of 1374m² of ground floor commercial uses with 35 residential units above, as shown on Attachment #2;
 - ii) that the following commercial uses be permitted on the subject lands:
 - eating establishment, eating establishment, convenience and eating establishment, take-out restricted to Building "A" (abutting Eagle Rock Way) only;
 - bank or financial institution;
 - business or professional office;
 - personal service shop;
 - photography studio;
 - retail store;
 - service or repair shop;
 - video store; and
 - iii) that the implementing zoning by-law include the following exceptions to implement the proposed site plan shown on Attachment #2:
 - permit a maximum of 35 residential units;
 - permit a total maximum commercial gross floor area of 1374m² on the subject lands within the entire Building "A", and on the ground floor only in Buildings "B", "C" and "D";

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- require a minimum front yard (Eagle Rock Way) of 0.85m;
 - require a minimum rear yard (south) of 10.3m;
 - require a minimum exterior side yard (Keele Street) of 0.39m;
 - permit a maximum building height of three (3) storeys;
 - require a minimum of 134 parking spaces;
 - require a minimum landscape strip width of 0.39m abutting a street;
 - require a minimum landscaping strip width of 1.0m abutting a Residential Zone; and,
 - include any other zoning exceptions that are required to implement the final approved site plan.
3. THAT Site Development File DA.05.004 (1556615 Ontario Limited) BE APPROVED, subject to the following:
- 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 final site servicing and grading plan and stormwater management report shall be approved by the Engineering Department;
 - iii) the Owner shall submit a detailed parking plan identifying on-site demarcation of tenant, visitor and commercial parking spaces and the proposed method for controlling access to each;
 - iv) the Owner shall provide a lighting plan for the proposed parking area including a photometric site plan to identify light levels abutting the residential uses;
 - v) the Owner shall identify snow storage areas on the landscape plan and provide details with respect to the proposed method of on-site garbage storage and disposal;
 - vi) the Owner shall submit a noise study to the satisfaction of the Engineering Department;
 - vii) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - viii) the Owner shall satisfy all requirements of the Fire Department;
 - ix) the Owner shall satisfy all requirements of the Region of York; and
 - x) the implementing Official Plan and Zoning By-law Amendment documents shall be in full force and effect.
 - b) the site plan agreement shall include the following clauses:
 - i) a clause requiring the Owner to agree to allow (including the granting of all necessary easements) vehicular and pedestrian ingress and egress to and from the subject lands and a driveway required for a rear laneway with the abutting lands to the south, in accordance with Official Plan Amendment No. 350, and subject to any required Council approved and by-law, if necessary;

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- ii) the appropriate clause(s) requiring the Owner to implement all recommendations of the approved noise study;
 - iii) a clause requiring that all rooftop mechanical units be adequately screened; and,
 - iv) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to the high density rate applicable on a per unit basis or 5% of the value, whichever is higher, with respect to the subject lands for the residential component, prior to the issuance of a building permit, in accordance with Section 42 of the Planning Act and the City's Cash-in-lieu 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.
4. That the following resolution be adopted allocating sewage and water servicing capacity:
- “NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Site Development Application DA.05.004 be allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 6 of the York Water Supply System, for a total of 35 residential apartment units, following the execution of a site plan agreement to the satisfaction of 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 applications to amend the Official Plan and Zoning By-law to:

- 1. Redesignate the subject lands shown on Attachment # 1 from “Office Commercial” to Neighbourhood Commercial.
- 2. Rezone the subject lands shown on Attachment #1 from C8 (H) Office Commercial Zone with the Holding Symbol “H” to C4 Neighbourhood Commercial Zone with a site-specific exception to facilitate a proposed mixed use development.

The Owner has also submitted a Site Development Application to permit a mixed-use residential/commercial development comprised of four, three-storey buildings. Three of the buildings will contain a total of 1128m² of ground floor commercial uses and 35 residential units on the second and third floors (Buildings “B”, “C” and “D”). A fourth building is a 246m², three-storey commercial building at the southeast corner of Eagle Rock Way (future McNaughton Road) and Keele Street (Building “A”). The proposed site plan is shown on Attachment #2.

Background – Analysis and Options

The subject lands shown on Attachment #1 are located at the southeast corner of Eagle Rock Way and Keele Street, being Block 96 on Registered Plan 65M-3784 (10197, 10211 and 10243 Keele Street), in Part of Lot 22, Concession 3, City of Vaughan. The 0.90 ha site has frontage of 55m on Eagle Rock Way, and 65m frontage along Keele Street.

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The subject lands are designated “Office Commercial” by OPA #350 (Maple Community Plan), and zoned C8 (H) Office Commercial Zone with the Holding Symbol “H” by By-law 1-88, subject to Exception 9(1171). The site is currently undeveloped. The surrounding land uses are:

- North - Eagle Rock Way; industrial (M1 Restricted Industrial Zone)
- South - day-care (C8 Office Commercial Zone)
- East - future residential (RM1 Multiple Residential Zone & R4 Residential Zone)
- West - Keele Street; commercial & Maple Community Centre (C3 local Commercial Zone, A Agricultural Zone and OS2 Open Space Park Zone)

On December 23, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple Ratepayer Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report on January 17, 2005, and to forward a comprehensive report to a future Committee meeting was ratified by Council on January 24, 2005.

Policy Context

i) Provincial Policy Statement

The Provincial Policy Statement (PPS) includes policies that encourage residential intensification, densities that make more efficient use of land and public infrastructure and public transit, and provision of a full range of housing types. The proposed development is consistent with the goals and objectives of the PPS.

ii) Region of York Official Plan

The Region of York Official Plan establishes as objectives the need to promote a transit supportive urban structure that includes compact development, and the creation of a broad mix and range of housing including different housing forms, types and tenures to satisfy the needs of the Region's residents. The Regional Plan identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different kinds of households. The applications propose a mixed-use residential/commercial development form that provides intensification on Keele Street and introduces a housing form that adds to the variety of housing units in the Maple Community. The proposal is consistent with the goals and objectives of the Regional Plan.

On January 12, 2005, the Region of York approved the request for exemption from Regional approval, and therefore the City will be the final approval authority with respect to the approval and the implementing official plan amendment.

iii) Official Plan – OPA #350 (Maple Community Plan)

The subject lands are designated “Office Commercial” by OPA #350 (Maple Community Plan), which restricts uses to low rise office buildings incorporating a residential design and scale. Limited ground floor retail uses located within the office building, and residential units appropriately integrated into office commercial developments are also permitted.

The proposed development does not conform to the Official Plan, and consequently, the Owner has filed an application to amend the Official Plan and redesignate the subject lands from “Office Commercial” to “Neighbourhood Commercial” with site-specific policies to implement the proposed mixed-use residential/commercial development.

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OPA #350 includes a policy under Section II, Goals, subparagraph (f), which identifies as a goal of the plan, the provision of a full range and mix of housing types. Section 1.3, Housing Mix, also includes policies respecting intensification and providing a range and variety of dwelling unit types within the Maple Community. The proposal of a mixed residential/commercial development is consistent with these policies of the Official Plan.

The criteria used to assess development applications in the “Office Commercial” Section of OPA #350 is not applicable to the form of development proposed. In this regard, OPA #350 has been amended by OPA #533, which establishes development criteria to implement mixed-use developments in the Maple Commercial Core Area, generally located in the vicinity of the Keele Street and Major Mackenzie Drive intersection. OPA #533 incorporates several sections of the Maple Streetscape and Urban Design Guidelines (MSUDGs) into the Official Plan. The MSUDGs are applicable to the subject lands and are used to implement the vision for Maple from a physical built form perspective. Although the provisions in OPA #533 are intended to address mixed-use development the policies are not applicable to the subject lands. However, certain criteria do provide a useful framework to review the subject applications, as follows:

a) Proposed Land Use

OPA #533 allows commercial, institutional and residential mixed-use buildings to have up to a maximum of three storeys, provided that 70% of the frontage at grade level is used for street-related retail, office and service uses. The proposal complies with this requirement in that 81% of the frontage at grade level is proposed to be used for street related retail, office and service uses.

b) Transportation Issues

OPA #533 requires that new development achieve several transportation objectives, such as designing an efficient vehicular circulation system, parking areas located behind new buildings and on-street parking. The proposal includes the main parking area located behind the building, accessed by one access from each of Keele Street and Eagle Rock Way. Parked cars are removed from the streetscape, thereby creating a better relationship between the proposed buildings and on-street pedestrian environment. Lay-by parking spaces are proposed along Keele Street, which are desirable both from the perspective of providing convenient parking for the proposed commercial uses, a buffer between traffic and pedestrians, and as a traffic calming measure.

The Official Plan requires that a traffic study be prepared. The Owner has submitted a traffic study, prepared by Mark Engineering and dated June 8, 2005. The Region of York has reviewed the study and is satisfied with its recommendations, however the Engineering Department requires that some analysis be undertaken prior to final site plan approval.

c) Building Design

Achieving appropriate urban design for the proposed development is an objective of the Official Plan and the MSUGSs. The Official Plan and MSUGSs established policies and guidelines for building height, scale and massing, which are assessed in greater detail in this report. These objectives are achievable using the building form and massing being proposed.

d) Compatibility with Existing Development

Compatibility with existing development must be assessed under the Official Plan and is reviewed in greater detail later in this report. The Development Planning Department is satisfied that the proposal is compatible with existing and future development in the surrounding area.

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e) Site Plan Control

The Official Plan requires that development be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.05.004), which is also the subject of this report.

f) Servicing

The Official Plan requires that development or redevelopment will be permitted only where adequate water and sewer services are available. In this respect, the Engineering Department has advised that servicing is available for the development.

OPA #350, as amended, further requires engineering plans (i.e. storm water management and grading) to be prepared for the proposed development. A condition of approval has been included requiring that the Engineering Department approve all necessary engineering plans.

In the context of the planning policy regime established by the local community plan, the Regional Official Plan and the Provincial Policy Statement, the proposed land uses are appropriate for the subject lands and consistent with the policies therein.

Maple Streetscape Urban Design Guidelines (MSUDG's)

As noted above, the vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines (MSUDG's). The MSUDG's set out guidelines to apply to proposal when assessing development within the MSUDG boundary. The applicable criteria are assessed as follows:

a) Vehicular Circulation

The MSUDGs require that a vehicular circulation system be developed that minimizes the impact on major arterials. One access is proposed from each of Keele Street and Eagle Rock Way. This will provide efficient access to the site with minimal vehicular interruptions to the pedestrian realm along both street frontages.

b) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the MSUDG's. The proposed site plan includes a sidewalk along Keele Street extended to the entrance of each commercial unit. Walkways are proposed at the rear of the building from the parking lot and around the buildings, which would be utilized by future residents, visitors and patrons of the commercial establishments. In addition, walkway connections between the proposed buildings from Keele Street to the parking area are proposed to provide pedestrian linkages into the development and serve to break up the massing of the development on Keele Street.

d) Parking

OPA #350, as amended, requires that adequate and convenient off-street parking facilities be provided and that regard be had for Sections 5.2 and 5.3 of the MSUDG's, which suggest that parking should be located at the rear of buildings or in underground facilities and establish guidelines to deal with at-grade parking. The parking areas for the proposed development are located behind the buildings and away from Keele Street and Eagle Rock Way. Twelve (12) lay-by parking spaces are proposed on Keele Street as encouraged by the Guidelines.

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e) Massing, Scale and Building Height

The MSUDG's establish guidelines respecting massing, scale and building height for new development. The Guidelines require that the scale and form of buildings be complementary with adjacent low-density residential development and that buildings fronting onto Keele Street not exceed three storeys. All of the buildings proposed in this development have a maximum of three storeys. The subject lands abut a day-care building to the south, Keele Street and commercial buildings to the west, low density residential to the east, and industrial uses to the north. The proposed massing, design, and building form for the proposed mixed-use development is compatible with the adjacent surrounding development.

g) Rear Laneway

The MSUDG's identify a rear yard laneway system connecting the properties on the east side of Keele Street in order to facilitate vehicular movement and minimize access points onto Keele Street. The plan as designed can accommodate a future laneway connection at the south limit of the property by extending the driveway between the two rows of parking. The potential for a driveway connection has been secured on the lands to the south (day-care) with the appropriate clauses inserted in the site plan agreement to facilitate the necessary easements that are required to implement the rear lane connection. Protecting for a possible connection requires that a clause be included in the site plan agreement for the subject lands, which has the effect of obligating the Owner to grant an easement to the City over the subject property should the City wish to pursue the laneway system. At this time, the rear laneway connection is unlikely as long as the day-care exists, however, should the southerly lands redevelop, a connection may be appropriate. Notwithstanding, a recommendation has been included in this respect.

h) Landscaping

As part of the MSUDG's, a Master Landscape and Design Study was prepared prescribing sidewalk, landscaping, lighting, street furniture and other streetscape treatments. The Owner will be required to implement the requirements of the Master Plan to the satisfaction of the Development Planning Department.

Maple Streetscape Community Advisory Committee

In order to implement the MSUDGs Council established the Maple Streetscape Advisory Committee (MSAC). The MSAC reviews all development applications subject to MSUDGs and provides comments to the Development Planning Department and Council. On May 25, 2005, the MSAC met to consider the proposed applications, however did not have the quorum necessary to consider the application. A subcommittee was convened and supported the proposed development with recommended modifications to the proposed rooflines and upgrades to the entry features. It was generally agreed that this was a positive development, subject to further design resolution, as recommended by the subcommittee. The final elevations must be approved to the satisfaction of the Development Planning Department.

Proposed Village of Maple Heritage Conservation District

The subject lands are not included in the Village of Maple Conservation District Study (VMCDs) currently being undertaken by Philip H. Carter Architect. The lands are however, situated at the northern most boundary of the Study Area and therefore, this development will be a gateway into the study area and the design of the proposed buildings, in particular the elevations facing Keele Street and Eagle Rock Way.

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The current building elevations and site plan were recently revised and resubmitted to respond to comments from the MSAC, the Region of York, and a review of the original plans by Philip Carter. In a letter dated February 24, 2005, Philip Carter advised that subject to certain comments, the overall development is very encouraging and could add a great deal to the redevelopment of Maple. Two additional elevations were appended to the letter providing additional direction with respect to the main front elevations. The current elevations incorporate certain suggestions provided by Phil Carter. The final building elevations must be approved to the satisfaction of the Development Planning Department.

Zoning

The subject lands are zoned C8 (H) Office Commercial Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1171), which requires that a site plan be approved prior to the "H" Holding Symbol being lifted from the site. The proposed development does not comply with By-law 1-88 and consequently, the Owner has filed an application to amend the Zoning By-law to rezone the subject lands from C8 (H) Office Commercial Zone with the Holding Symbol "H" to C4 Neighbourhood Commercial Zone with the necessary site-specific zoning exceptions required to implement the proposed site plan shown on Attachment #2. By-law 1-88 does not include a "mixed-use" zone category to implement this form of development and as a result, the exceptions required to implement the plan are considered to be technical in nature from the perspective that the proposed C4 Neighbourhood Commercial Zone is not intended to implement this form of development. Therefore, the lands can be zoned C4 Neighbourhood Commercial Zone, with the following site-specific zoning exceptions to implement the proposed plan:

- permit a maximum of 35 residential units;
- permit a minimum front yard to Eagle Rock Way of 0.85m, whereas 15m is required;
- permit a minimum rear yard (south property line) of 10.3m whereas 15m is required;
- permit a minimum exterior side yard to Keele Street of 0.39m whereas 11m is required;
- permit a maximum building height of three (3) storeys or 12m, whereas the By-law permits 11m;
- permit a minimum of 132 parking spaces, whereas 145 spaces are required;
- permit a minimum landscaping strip width of 0.39m abutting a street, whereas 6m is required;
- permit a minimum landscaping strip width of 1.0m abutting a Residential Zone, whereas 2.4m is required; and,
- include any other zoning exceptions as may be required to implement the final approved site plan.

The C4 Neighbourhood Commercial Zone permits a range of commercial uses, some of which may not be appropriate in this land use context and within the proposed development form. Accordingly, it is recommended that the commercial uses permitted on the site be restricted to the following within Buildings "A", "B", "C" and "D":

- eating establishment, eating establishment, convenience, eating establishment, take-out restricted to Building "A" only;
- bank or financial institution;
- business or professional office
- personal service shop;
- photography studio;
- retail store;
- service or repair shop; and
- video store.

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The implementing zoning by-law shall include clauses, which restrict these uses to the ground floor of Buildings “B”, “C” and “D” only, and that a maximum total gross floor area of 1374m² shall be permitted on the overall site for all buildings, including all 3-storeys in Building “A”.

Compatibility

i) Land Use

The proposal requires that the Official Plan and Zoning By-law be amended in order to implement the proposed mixed-use development. Redesignating and rezoning the subject lands to permit a mixed-use residential and commercial development with site-specific policies and zoning restrictions to control the building size, height, use and form of development, would allow the subject lands to be developed with buildings that front onto Keele Street and Eagle Rock Way, which address the street in a positive manner.

The subject property is located opposite existing commercial uses to the west, an existing day care facility to the south, and future low-density (detached dwellings) residential uses to the east. From a planning perspective, including a mixed use development on an arterial road in close proximity to the Maple Commercial Core Area is appropriate and can result in many positive contributions to the area including: increased pedestrian traffic and vitality; a population to support viable commercial uses and public transit initiatives; and, a reduced dependency on the automobile resulting from the close proximity of commercial and residential uses. The applications propose three-storey mixed-use commercial/residential buildings abutting a commercial building, which are uses that are often located on arterial roads.

The existing Official Plan policies encourage the proposed uses from the perspective of encouraging a variety of housing types in the Maple area. The York Region Official Plan and the Provincial Policy Statement further reinforce this policy objective. The applications are also consistent with the policies and guidelines respecting the form of development anticipated in this general area. The site is located on a major arterial road, providing future residents accessibility to many services.

In view of the above, the land use proposed is considered to be compatible with the surrounding land uses.

ii) Building Form

Compatibility of the proposed building form with adjacent development is important and required by the Official Plan. Compatibility of building forms does not necessarily mean that new development must be identical to the existing development. Certain building designs, architecture and site planning techniques can successfully integrate a new structure with its surroundings.

The lands to the immediate south of the subject lands are occupied with an existing day-care facility. The lands on the west side of Keele Street are developed with an existing commercial plaza and the Maple Community Centre. To the east are future single-detached residential dwelling units.

The proposed buildings are a maximum of three-storeys in height. The mixed-use buildings fronting on Keele Street incorporate variations in the roofline and building height in order to provide relief to the massing of the building. The buildings are also separated by pedestrian connections into the site thereby breaking up the massing along the Keele Street frontage. The future residential units to the east of the site will likely be two-storeys in height. The proposed three-storey buildings are located a minimum of 28 metres away from the rear property line of the residential uses at the closest point.

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The existing C8 Office Commercial Zone would also allow buildings with a similar building height on the subject lands. There are many examples of residential development successfully integrated with adjacent commercial uses. This proposal can be utilized as a transition use from higher order to lower less intense forms of development for the future residential to the east. In addition, the proposed development, will act as a buffer between the residential uses to the east and Keele Street.

Given the proposed building heights, site design and separation distance between the proposed building and the surrounding development, compatibility between the existing and proposed structures from a building massing and built form perspective is acceptable. Landscaping and fencing will be further utilized to achieve compatibility between the adjacent properties.

Site Design

The proposed site plan is shown on Attachment #2. The site plan consists of four buildings developed along the street edges with one driveway access from each of Keele Street and Eagle Rock Way. Each of the buildings are located close to the street with building setbacks in the range of 0.39 m to 3.175m. The proposed three-storey commercial building (Building "A") is located at the southeast corner of Keele Street and Eagle Rock Way and has a total gross floor area of 246m². An enclosed garbage room is located at the east end of the building, and accessed from the driveway located at the rear of the building.

Buildings "B", "C" and "D" face Keele Street, and each building contains ground floor commercial uses with residential units on the second and third floors. Each building has a storefront facing and accessed from Keele Street. The residential units are accessed from the rear of each building.

Building "B" has an area of 645m² and contains 16 two-storey back-to-back units above the ground floor commercial uses. Eight parking spaces are provided in an enclosed garage that will be allocated to the eight units facing the parking area. Building "C" has a gross floor area of 485m² and contains 12 residential units utilizing the same two-storey back-to-back design of Building "B" and includes 6 enclosed garages that will be allocated to the units facing the parking area. Building "D" has an area of 565m² and contains 7 two-storey units over the commercial uses. Except for the parking located in the enclosed garages, all other parking will be located in the proposed parking area.

The parking area for all the proposed development is located at the rear of the building and accommodates 118 vehicles (not including 14 enclosed garage spaces). Twelve (12) on-street parking spaces are proposed on Keele Street, however the Region of York has indicated that they do not support lay-by parking on this portion of Keele Street. The applicant will be required to adequately screen the rear parking area by means of fencing and landscaping from the residential uses to the east. In addition, the Owner is required to provide a lighting plan (photometric site plan) that identifies the lighting levels at the property line and the specifications of the units proposed to ensure that lighted is directed onto the subject lands. A condition of approval is included in this respect.

As noted above, the applicant has protected for the possibility of creating a rear lane that connects to the property to the immediate south. The necessary clauses will be included in the site plan agreement to implement the rear lane driveway.

It is intended that the project will proceed by way of a draft plan of condominium. The necessary

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application will be submitted at a future date. Accordingly, it is expected that a private contractor will be utilized for garbage and snow removal. The applicant must identify snow storage areas on the site equivalent to 2% of the lot area. In addition, the Owner must provide details respecting the proposed garbage storage method and disposal on the site. All garbage storage must be located within the proposed buildings and outdoor storage of garbage will not be permitted. A condition of approval has been included in this respect.

Building Elevations

The proposed building elevations are illustrated on Attachments #4 - #7. The Keele Street elevations for Buildings "B", "C" and "D" utilize a consistent architectural treatment and are articulated in a manner to create distinct street related commercial facades and a separate residential design for the upper levels in order to add visual interest to the buildings and address the massing of the structures to reinforce the village centre character of the area.

Each building façade is composed of three separate components to create a visual interest to the buildings. The centre component of each building is finished with a combination buff coloured stone and stucco carried two-storeys in height with the third floor utilizing an angled mansard type roof covered with asphalt shingles. To either side of the central component, the buildings are finished with a buff coloured stone and red brick accent at the commercial unit grade level. The red brick is carried for the full height of the three-storey building providing a balanced appearance for each structure. The roofline of each building is relatively flat at the ends, with a variation provided in the central part of the structure. Different window treatments are used at the base of the building of the façade to distinguish between the grade-related commercial units and residential units above. The main floor of the building is traditional in design with awnings, windows and entrances at grade level accessed from the public sidewalk on Keele Street.

The rear elevations for Buildings "B", "C" and "D" continue the architectural treatment used on the front of the building. Each building includes entrances to the proposed units comprised of a single door and glass side panels. Buildings "B" and "C" include prefinished metal garage doors with glass inserts provided to access the enclosed garage parking spaces.

Building "A" as shown on Attachment #4 is a three-storey commercial building located at the southeast corner of Keele Street and Eagle Rock Way. The main front entrance to the building faces Eagle Rock Way and is covered by an overhead canopy, with a single glass door and glass side panels below. A second covered entrance is provided facing Keele Street and utilizes a double glass door. Building "A" utilizes a typical residential building form composed of a peaked roof, with black asphalt shingles, reddish coloured brick and accent stucco panels for the window surrounds.

Density

The proposed development yields a residential density of 38.5 units per hectare. OPA #350 does not prescribe a maximum residential density for the subject lands under the "Office Commercial" designation or the proposed "Neighbourhood Commercial" designation.

The proposed density falls within the range of 30 to 60 units per hectare permitted under the "Medium Density" residential designation of OPA #350. The Maple Commercial Core Area and Maple Streetscape Guidelines implement density through a maximum building height, built form and technical considerations such as appropriate access and parking. Provided these parameters are satisfactory, the maximum number of units is considered acceptable. In this regard, the proposed building height, massing, access and parking are considered acceptable, subject to the comments in this report, and therefore, the residential density proposed can be supported.

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Parking and Transportation

The site plan proposes that 144 parking spaces comprised of 118 spaces in the rear parking area, 14 spaces in the enclosed garages and 12 lay-by parking spaces along the Keele Street frontage. By-law 1-88 requires that parking for the development is calculated as follows:

	<u>Required</u>	<u>Provided</u>
35 residential units X 1.5 spaces/unit	= 53 spaces	Note (1)
Visitor Parking @ 0.25 spaces/unit	= 9 spaces	Note (1)
Commercial 1374m ² @ 6 spaces/100m ²	= 83 spaces	Note
	(1) & (2)	
TOTAL PARKING REQUIRED	145 spaces	144
	spaces*	

* Including 12 on-street spaces, which are not permitted to be counted as required parking by By-law 1-88. A deficiency of 11 spaces occurs when the lay-by parking spaces are not counted. An exception for parking requiring a minimum of 134 parking spaces to be provided is recommended, and excludes the lay-by parking

Note 1. On-site demarcation by signage is required to ensure parking spaces are appropriately allocated for residential, visitor and commercial purposes.

Note 2. The Region of York has advised that it does not support on-street parking at this location.

The site plan does not demarcate how the parking spaces will be allocated to the residential, visitor and commercial uses on the site. In addition, the Owner has not provided any information outlining how access to these spaces will be controlled to ensure that, for example, patrons to a commercial unit are not parking in a designated residential parking space. The Owner will be required to submit this information for the review and approval of the Engineering Department.

Access to the proposed development is from Keele Street and Eagle Rock Way, which are Regional and City roads, respectively. As noted above, the applicant has submitted a traffic study in support of the proposed development, which has been approved by the Region of York Transportation and Works Department. The City's Engineering Department has identified some additional traffic analysis that is required. The final traffic study must be approved by the Engineering Department.

As noted above, the Region of York has indicated that it does not support the proposed lay-by parking spaces on this portion of Keele Street. Lay-by parking spaces are encouraged by the MSUDG's and supported by the City in this area. The City will work with the Region to encourage the proposed lay-by parking spaces. This issue should be resolved prior to final site plan approval.

Landscaping

A landscape shown on Attachment #3 has been submitted to the City for approval. The plan must incorporate all the requirements of the Maple Streetscape Master Landscape and Design Study including the prescribed sidewalk treatment, street furnishings, lighting and landscaping to the satisfaction of the City. In addition, particular attention should be directed towards creating appropriate screening and buffers through landscaping between the proposed commercial parking area and the future residential to the east.

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Soft landscaping parking islands have been added in the parking area to soften its' appearance. These parking islands align with the spaces between the buildings and are visible from Keele Street to create a more visually pleasing entrance for pedestrians walking into the site from Keele Street.

Additional landscaping such as dense evergreens and shrubs is to be provided abutting the rear of the residential lots, instead of sod.

The Owner has submitted a tree assessment and preservation plan prepared by Henry Kortekaas & Associates, dated July 27, 2003, which has been reviewed by the Development Planning Department. The plan recommends that the existing trees be removed for reasons including poor health, poor species, a required road widening, grading issues.

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

Environmental

i) Noise

The Owner will be required to submit a noise study in support of the site plan application. Appropriate noise clauses or mitigation measures, if required, will be included in the site plan agreement.

ii) Phase 1 Environmental Report

The Engineering Department has advised that a Phase 1 Environmental report is not required in support of the subject application.

Department/Agency Comments

i) City of Vaughan – Engineering Department

The Engineering Department has advised that prior to final approval, the Owner is required to have approved an engineering servicing and grading plan(s) satisfying all City criteria, a functional servicing report, and a noise study. In addition, the Owner is required to satisfy all requirements of the Region of York with respect to the proposed access design and traffic related matters.

ii) Vaughan Fire Department

The Vaughan Fire Department has provided a number of standard site plan approval conditions that the Owner must satisfy.

iii) PowerStream Inc.

The Owner is required to contact PowerStream Inc. in order to assess the electrical requirements for the proposal. The Applicant will be required to comply with all requirements of PowerStream Inc.

iv) Parkland Dedication

The Owner has paid the cash-in-lieu of parkland for the commercial component of the development, however will be required to pay cash-in-lieu of parkland dedication equivalent to 5%

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of the value of the subject lands for the residential component, prior to the issuance of a building permit. A condition of approval has been included in this respect. The Applicant has submitted an appraisal for review and approval.

iv) Canada Post

Canada Post has provided a number of conditions that the applicant is required to satisfy, including the requirement to provide a central mailbox.

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 applications to amend the Official Plan and Zoning By-law and for Site Development Approval, have been reviewed in the context of the policies contained within the Provincial Policy Statement, Regional Official Plan, OPA #350 (Maple Community Plan), the Maple Streetscape Urban Design Guidelines, and the requirements of By-law 1-88. The applications propose a mixed-use development along an Urban Corridor that is supported by the local and Regional Official Plans and the Provincial Policy Statement.

The applications have been further reviewed from the perspective of the appropriateness of the proposed land use, compatibility with the adjacent land uses, and the building form and massing. The proposed commercial/residential mixed use development proposal is considered to be appropriate in this location, and compatible with the surrounding land uses from a built form perspective. Accordingly, the applications can be supported and recommended for approval, subject to the conditions provided in the recommendation section of this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building A
5. Elevations – Building B
6. Elevations – Building C
7. Elevations – Building D

Report Prepared by:

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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 87, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving that all funds received from the Gas Tax Rebate Program be placed into an interest bearing infrastructure reserve; and

By receiving the memorandum from the Commissioner of Finance and Corporate Services, dated June 27, 2005.



87

GAS TAX REBATE FOR ONTARIO

The Committee of the Whole recommends that staff provide a report on the gas tax rebate from the Federal Government, addressing the concerns expressed with respect to the short falls of the gas tax rebate using the 2001 census statistics as opposed to the current population statistics and including a resolution, if warranted, to AMO and other municipalities, expressing the concerns of this formula.

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

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Item 88, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

88

VAUGHAN CITIZEN NEWSPAPER ARTICLE

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole (Closed Session) meeting of June 20, 2005.

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

Refer to Item 12 , Committee of the Whole (Closed Session) Report No. 43 for disposition of this matter.

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Item 89, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

89

**PRESENTATION – MR. MR. GABRIELE DELUCA
WITH RESPECT TO 2005 SENIOR OF THE YEAR**

Mayor Michael Di Biase and Regional Councillor Joyce Frustaglio provided words of congratulations and presented Mr. Gabriele DeLuca with the Ministry of Citizenship and Immigration of Ontario 's 2005 Senior of the Year certificate, in recognition of his dedication and commitment to better the community.

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Item 90, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

90

**DEPUTATION – MR. PAUL DEROSE
WITH RESPECT TO WILD ANIMAL CONCERNS**

The Committee of the Whole recommends that the deputation of Mr. Paul DeRose, 37 Southview Drive, Concord, L4K 2K8, and written submission dated June 6, 2005, be received.

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Item 91, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving that a survey with options be created, in consultation with the Ward 2 Sub-Committee, to be sent by registered mail to the registered property owners on Raymond Road, with directions for the property owner to identify their preference and mail the completed survey to the City;

By directing that a report be provided in September 2005 with the results of the survey; and

By receiving the written submission from Mr. Frank Cirasella, 76 Raymond Road, Woodbridge, L4L 2L1, dated June 23, 2005.

91

**DEPUTATION – MR. GIUSEPPE DELLA FORTUNA
WITH RESPECT TO TRAFFIC ISSUES ON RAYMOND ROAD**

The Committee of the Whole recommends that the deputation of Mr. Giuseppe Della Fortuna, 73 Raymond Road, Woodbridge, L4L 2K9 and written submission dated June 15, 2005, and petition, be received.

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Item 92, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By receiving the written submission from Ms. Mary Pat Holt, Chief Operating Officer, AdFleet, 1606 Carondelet Street, New Orleans, Louisiana, 70130, dated June 17, 2005.

92

**DEPUTATION – MR. JIM MACAULAY
WITH RESPECT TO ADVERTISING FOR THE TAXI INDUSTRY**

The Committee of the Whole recommends that the deputation of Mr. Jim Macaulay, Adfleet Advertising Inc., 1911 Victoria Park Avenue, Suite 115, Scarborough, M1R 1T7, and the information package, be received and referred to staff for a report in the Fall of 2005 on the benefits and potential for revenues.

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Item 93, Report No. 42, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 27, 2005.

93

**DEPUTATION – MS. DEBORAH SCHULTE
WITH RESPECT TO THE PROPOSED EMS CENTRE ON ISLINGTON AVENUE**

The Committee of the Whole recommends that the deputation of Ms. Deborah Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8, and written submission dated June 20, 2005, be received and that the comments be taken into consideration, and if necessary, staff meet with the community.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 27, 2005

Item 94, Report No. 42, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 27, 2005, as follows:

By approving the following:

“That consultation between the Local Councillor, the deputant and others indicates that residents’ concerns can be addressed by a painted walkway on the north and west side of the street, from the bridge over the Humber to the built sidewalk just east of 28 Islington Avenue (Side A), such walkway to indicate a reserved area for use by pedestrians, trail bikes, etc.”; and

By receiving the additional report of the Commissioner of Engineering and Public Works, dated June 27, 2005.

94

**DEPUTATION – MS. JANE WARD
WITH RESPECT TO A SIDEWALK ON PINE GROVE ROAD**

The Committee of the Whole recommends that the deputation of Ms. Jane Ward, 155 Pine Grove Road, Woodbridge, L4L 2H7, and the written submission, and petition, be received and referred to staff for a report to the Council meeting of June 27, 2005.