

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 1, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**1 AMENDMENT TO THE LICENSING BY-LAW / TAXICAB TARIFFS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, Chair, Taxicab Advisory Committee, dated January 16, 2006, subject to inserting “and that Council direct staff to provide notice of the public meeting in compliance with the City’s Notice By-law No. 394-2002” at the end of the recommendation:

**Recommendation**

Councillor Tony Carella, Chair, Taxicab Advisory Committee, recommends that the Licensing By-law be amended, to increase taxicab tariffs as per the attached Schedule; and that a Special Council meeting be held at the earliest possible date, to receive comments from the public with respect to the proposed increase.

**Economic Impact**

Not Applicable

**Purpose**

To assist the local taxicab industry, which faces increases in the costs of gasoline, insurance, and automobile replacement and/or maintenance.

**Background - Analysis and Options**

Taxicab tariffs were last amended some five years ago. In the ensuing period, operating costs have increased significantly, such that amendments to the tariff are appropriate 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**

The viability of this important local service depends on reasonable revenues, which this recommendation seeks to ensure.

**Attachments**

Schedule: Current and Proposed Taxicab Tariffs

**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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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 2, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**2 RESOLUTION FROM THE TOWN OF HALTON HILLS**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Yeung Racco, dated January 16, 2006, be approved; and
- 2) That a request be made to the Provincial Ombudsman that the Ombudsman Office review a request to conduct MPAC assessment reviews every five years rather than annually, and that a maximum 20% change be considered annually for property tax assessment purposes to be applied, to ensure better and more gradual averaging of current value assessment.

**Recommendation**

Councillor Sandra Yeung Racco recommends:

1. That the resolution from the Town of Halton Hills regarding the Municipal Property Assessment Corporation be adopted by Council

**Economic Impact**

N/A

**Purpose**

To support the efforts of the Ombudsman for Ontario in their investigation into whether the Municipal Property Assessment Corporation (MPAC) valuing of properties is fair and transparent.

**Background - Analysis and Options**

On November 28 2005, the Town of Halton Hills adopted a resolution expressing its support for the efforts of the Ontario Ombudsman in their investigation into the fairness and transparency of the Current Value Assessment System used in the valuing of properties by the MPAC.

The City of Vaughan has received numerous complaints from community members regarding their assessments. Many residents expressed shock and dismay over their way in which their properties were valued and the lack of clear and understandable communications from MPAC over the process involved. By adopting the resolution from the Town of Halton Hills, the City of Vaughan will have joined with fellow municipalities in their efforts to ensure fair, transparent and excellent administration for the residents whom they serve.

**Relationship to Vaughan Vision 2007**

5.2 Strengthen relationships with other government authorities and agencies

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**

By adopting the resolution from the Town of Halton Hills, the City of Vaughan will have expressed support for the efforts of the Ombudsman for Ontario in their investigation into whether the Municipal Property Assessment Corporation (MPAC) valuing of properties is fair and transparent.

**Attachments**

Resolution from the Town of Halton Hills.

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

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Item 3, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**3                    SHERWOOD PARK DRIVE – TRAFFIC CALMING & SAFETY MEASURES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated January 16, 2006:

**Recommendation**

In response to resident concerns, Councillor Sandra Yeung Racco recommends:

1.        That staff be directed to investigate the feasibility of installing speed humps along Sherwood Park Drive; and
2.        That staff be directed to advise on the installation of a safety barrier in front of the Sherwood Parkette, directly in front of the bend in Sherwood Park Drive.

**Economic Impact**

To be determined.

**Purpose**

To address ongoing safety concerns on Sherwood Park Drive.

**Background - Analysis and Options**

Residents of Sherwood Park Drive have expressed ongoing concerns regarding the traffic infiltration from Keele and Rutherford who use Sherwood Park Drive as a 'cut-through' to avoiding the intersection of Dufferin and Rutherford. Specific turning prohibitions were proposed by the Region of York and a survey of the residents was taken. With no clear mandate, a community meeting was convened on November 30<sup>th</sup>, 2005 with the residents of Sherwood Park Drive, Alberta Drive and Wedgewood Place.

At that meeting, the community continued to express serious concerns over speeding and other moving traffic violations that result from traffic using Sherwood Park Drive as a 'cut through' between Keele Street and Rutherford Road. As part of these discussions and various requests to the local Councillor, residents requested that the City of Vaughan investigate traffic calming measures – specifically the feasibility and necessity of installing speed humps along Sherwood park drive.

In addition to the traffic calming measures, residents requested the installation of a safety barrier/fence in front of Sherwood Parkette as its location at the bend/curve of Sherwood Park Drive together with speeding vehicles along Sherwood Park Drive combine to form a very unsafe situation for the community members who use the parkette.

**Relationship to Vaughan Vision 2007**

1.1.3 Identify and implement innovative traffic management alternatives to improve general traffic safety.

1.1.4 Identify and implement improvements to existing City facilities and parks to optimize community safety.

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

**Conclusion**

In response to community concerns, Councillor Sandra Yeung Racco recommends that staff be directed to investigate the necessity and feasibility of installing speed humps along Sherwood Park Drive. As well, that staff be directed to advise on the installation of a safety fence in front of the Sherwood Parkette in order to enhance the safety of the residents who utilize the park.

**Attachments**

N/A

**Report prepared by:**

Tanya Dubar, Council Executive Assistant

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Item 4, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**4 SHERWOOD PARK DRIVE – TRAFFIC SIGNAL**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated January 16, 2006:**

**Recommendation**

In response to resident concerns, Councillor Sandra Yeung Racco recommends:

1. That the Region of York be requested to investigate the necessity and feasibility of installing a traffic signal at the intersection of Sherwood Park Drive and Rutherford Road; and
2. That the Region of York be requested to investigate the necessity and feasibility of increasing the length of the northbound advance left turn signal phase at the Keele Street/Rutherford Road intersection.

**Economic Impact**

To be determined.

**Purpose**

To address ongoing safety concerns with 'cut-through' traffic on Sherwood Park Drive.

**Background - Analysis and Options**

Residents of Sherwood Park Drive have expressed ongoing concerns regarding the traffic infiltration from Keele and Rutherford who use Sherwood Park as a 'cut-through' to avoiding the intersection of Keele Street and Rutherford Road. Specific turning prohibitions were proposed by the Region of York and a survey of the residents was taken. With no clear mandate, a community meeting was convened on November 30<sup>th</sup>, 2005 with the residents of Sherwood Park Drive, Alberta Drive and Wedgewood Place.

At that meeting, the community continued to express serious concerns over speeding and other moving traffic violations that result from traffic using Sherwood Park Drive as a 'cut through' between Keele Street and Rutherford. As part of these discussions and various requests to the local Councillor, residents requested that the local Councillor investigate the feasibility of installing a traffic signal at the intersection of Sherwood Park Drive and Rutherford Road.

In addition to the above, residents also expressed concerns that the traffic infiltration is a result of impatient drivers who do not wish to wait for the left turn signal at the intersection of Keele and Rutherford. As a result, they requested the local Councillor investigate the possibility of lengthening the left turn signal when going northbound on Keele Street to west on Rutherford Road as one means of responding to the traffic infiltration.

**Relationship to Vaughan Vision 2007**

1.1.3 Identify and implement innovative traffic management alternatives to improve general traffic safety.

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Item 4, CW Report No. 1 – Page 2

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

**Conclusion**

In response to community concerns, Councillor Sandra Yeung Racco recommends the Region of York be requested to investigate the necessity and feasibility of installing a traffic signal at the intersection of Sherwood Park Drive and Rutherford Road. In addition, that the Region of York be requested to investigate the lengthening the left turn signal at the intersection of Keele Street and Rutherford Road.

**Attachments**

N/A

**Report prepared by:**

Tanya Dubar, Council Executive Assistant

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Item 5, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**5                    THORNHILL WOODS DRIVE – TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated January 16, 2006, subject to inserting “and Summeridge Drive” following the word “Boulevard” in Clause 2:

**Recommendation**

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to investigate the necessity and feasibility of installing speed humps along Thornhill Woods Drive between Highway #7 and Summeridge Drive; and
2. That York Regional Police be requested to frequently and strictly enforce the speed limit along Autumn Hill Boulevard and the all-way stop controls on Thornhill Woods Drive.

**Economic Impact**

To be determined.

**Purpose**

To alleviate speeding along Thornhill Woods Drive and Autumn Hill Boulevard.

**Background - Analysis and Options**

Thornhill Woods Drive is a collector road that extends between Highway #7 and Rutherford Road in the Thornhill Woods subdivision. Currently, there are existing all-way stop controls located at the intersections of Thornhill Woods Drive & Maple Sugar Lane; Thornhill Woods Drive & Mistysugar Trail, as well as Thornhill Woods Drive and Summeridge Drive. Although these all-way stops are in place, vehicles ignore and speed through them thereby compromising the safety of our residents.

**Relationship to Vaughan Vision 2007**

3.3.1 Implement effective traffic calming measures.

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

**Conclusion**

It is recommended that staff be directed to investigate the necessity and feasibility of installing speed humps along Thornhill Woods Drive between Highway #7 and Summeridge Drive in order to address the ongoing safety concerns of area residents. As well, that York Regional Police be requested to strictly enforce the speed limit on Autumn Hill Blvd and all-way stop controls on Thornhill Woods Drive.



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**Attachments**

N/A

**Report prepared by:**

Tanya Dubar, Council Executive Assistant

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 6, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

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#### **WOODBIDGE HIGHLANDS AND AREA TRAFFIC REVIEW**

(Referred from the Council meeting of December 12, 2005)

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated December 5, 2005:**

Council, at its meeting of December 12, 2005, adopted the following:

THAT this matter be referred to the Committee of the Whole meeting of January 16, 2006 to provide an opportunity for public input.

Report of the Commissioner of Public Works dated December 5, 2005

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the existing traffic calming measures are performing well within the Woodbridge Highlands area;
2. That no additional traffic calming measures are required for this traffic committee area.

#### **Economic Impact**

Not Applicable.

#### **Purpose**

To review the impact of the traffic calming measures installed in the Woodbridge Highlands area, in response to direction from City Council.

#### **Background - Analysis and Options**

At its meeting on November 1, 2004, Committee of the Whole recommends:

**“That staff review the impact of the Woodbridge Highlands Traffic Calming measures 6 months after they have been in effect.”**

Traffic calming measures were installed in the Woodbridge Highlands Area in 2004 following Council approval through the traffic calming committee procedure. Traffic calming measures installed included speed humps, raised crosswalks, raised centre medians, and painted road narrowings. Refer to Attachment No. 1 for traffic calming measure locations.

Staff collected speed and volume data in the Woodbridge Highlands Area with Automatic Traffic Recorders over a 24-hour time period on Vaughan Mills Road, Avdell Avenue, and Thomson Creek Boulevard. All three roadways are classified as feeder designs with a right-of-way of 23.0 metres. Radar speed data was collected on Shamrock Crescent and on Roselawn Drive. The two tables below summarize this data.

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**November 8-10, (Tuesday-Thursday) 2005 Data Summary**

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed</u>
Vaughan Mills Road north of Cipriano Court	Northbound	2079	47 km/h
	Southbound	2052	47 km/h
	Total	4131	
Avdell Avenue between Carstad Crescent (W) and Carstad Crescent (E)	Eastbound	440	43 km/h
	Westbound	567	41 km/h
	Total	1007	
Avdell Avenue east of St. Michelle Place (E)	Eastbound	810	43 km/h
	Westbound	978	43 km/h
	Total	1788	
Thomson Creek Boulevard east of Roselawn Drive	Eastbound	1365	43 km/h
	Westbound	1442	41 km/h
	Total	2807	

The speed limit on Vaughan Mills Road, Thomson Creek Boulevard, and Roselawn Drive are posted at a reduced 40 km/h limit, and the speed limit of Avdell Avenue is a statutory 50 km/h.

**Radar Speed Data Summary – November 8, (Tuesday) 2005**

<u>Location &amp; Date</u>	<u>Time</u>	<u>Direction</u>	<u>Average Speed</u>
Shamrock Crescent near Millrun Crescent (S)	7:30am-8:30am	Northbound	41 km/h
		Southbound	43 km/h
	4:15pm-5:30pm	Northbound	44 km/h
		Southbound	49 km/h
Roselawn Drive near Shamrock Crescent (N)	7:30am-8:30am	Northbound	44 km/h
		Southbound	42 km/h
	4:30pm-6:00pm	Northbound	37 km/h
		Southbound	44 km/h

The speed limit on Roselawn Drive is posted at a reduced 40 km/h, and the speed limit on Shamrock Crescent is a statutory 50 km/h.

In addition, staff conducted observations at the intersection of Thomson Creek Boulevard and Roselawn Drive on Wednesday, November 9, 2005 to determine the effectiveness of the new centre median islands installed on the east and west approaches to the intersection. Observations showed vehicles, including larger school buses, had no trouble negotiating the intersection, and completed their turns in a proper and safe manner.

**Prior Traffic Studies Conducted**

Staff collected speed and volume data in the Woodbridge Highlands Area in 2003 prior to the installation of the traffic calming measures. The collected volume data covered a 24-hour time period, and the speed data covered the indicated peak time periods and are summarized below.

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**April 28-30, 2003 Data Summary**

<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>
Vaughan Mills Road south of Dunforest Gate	Northbound	1460
	Southbound	1524
	Total	2984
Vaughan Mills Road south of Rutherford Road	Northbound	2130
	Southbound	2245
	Total	4375
Avdell Avenue west of St. Michelle Place	Eastbound	798
	Westbound	808
	Total	1606
Thomson Creek Boulevard west of Clarence Street	Eastbound	2298
	Westbound	2164
	Total	4462

**Radar Speed Data Summary – November 7, (Thursday) and November 12, (Tuesday) 2002**

<u>Location &amp; Date</u>	<u>Time</u>	<u>Direction</u>	<u>Average Speed</u>
Vaughan Mills Road north of Cipriano Court – November 7, 2002	8:00am-9:00am	Northbound	53 km/h
		Southbound	52 km/h
Avdell Avenue east of Carstad Crescent (West intersection) – November 7, 2002	4:00pm-5:00pm	Eastbound	51 km/h
		Westbound	51 km/h
Roselawn Drive south of Shamrock Crescent (North intersection) – November 12, 2002	8:00am-9:00am	Northbound	41 km/h
		Southbound	45 km/h

In comparing the speed and volume data from 'before' traffic calming measures were installed to 'after' installation, average speeds were found to be consistently lower in the 'after' installation traffic studies:

1. Vaughan Mills Road north of Cipriano Court – reduction in speed of 6 km/h.
2. Avdell Avenue east of Carstad Crescent – reduction in speed range of 8 to 10 km/h.
3. Roselawn Drive near Shamrock Crescent – speeds are relatively consistent.

Traffic volumes in the 'after' studies are consistent or lower than the corresponding 'before' studies, and are well within the capacities of their respective roadway classifications. Thomson Creek Boulevard shows the highest reduction in traffic volumes of 1,655 vehicles.

Staff conclude that the traffic calming measures installed in the Woodbridge Heights area are successfully working to consistently lower speeds in comparison to speed data collected prior to installation of traffic calming measures. Traffic volumes are either consistent or lower than prior to traffic calming installation, and are well within their respective roadway capacity.

**Relationship to Vaughan Vision 2007**

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

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

**Conclusion**

Staff concludes that traffic calming measures installed in the Woodbridge Heights area are working to lower speeds, and maintain or reduce traffic volumes.

**Attachments**

1. Location Map

**Report prepared by:**

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

(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 JANUARY 23, 2006**

Item 7, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

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**7                                   ASSUMPTION – OAKCOURT ESTATES – PHASE 1  
   19T-95068 / 65M-3289**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 16, 2006:**

**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-3289, and that the municipal services letter of credit be reduced to \$40,000 for the minor repairs to the decorative paving of the crosswalks and the flushing of the storm sewers as per the requests of the Development Planning Department and Public Works Department, respectively. Once these works are completed to the satisfaction of City staff, the letter of credit will be released.

**Economic Impact**

Upon assumption of this development, approximately 4.0 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, 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 188 lot development is a residential subdivision. The development is located west of Clarence Street and north of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on November 30, 1998. The municipal services in Plan 65M-3289 were installed in June 1998 and the top course asphalt was placed in August 2001.

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 Development/Transportation Engineering, Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry and Clerks. The Development Planning Department is requesting that \$20,000 be held back as securities for the minor repairs to the decorative paving of the crosswalks. The Public Works Department is requesting that \$20,000 be held back as securities for the flushing of the storm sewers in the springtime. 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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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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 and the necessary resources have been allocated and approved.

**Conclusion**

It is therefore appropriate that the municipal services in 65M-3289 be assumed and the municipal services letter of credit be reduced to \$40,000. Once the repairs to the crosswalks and the flushing of the storm sewers are completed to the satisfaction of the City, 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.)

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Item 8, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**8 ASSUMPTION – OAKCOURT ESTATES INC. – PHASE 2  
19T-95068 / 65M-3423**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 16, 2006:

**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-3423 and that the municipal services letter of credit be released.

**Economic Impact**

Upon assumption of this development, approximately 3.0 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, 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 105 lot development is a residential subdivision. The development is located west of Clarence Street and north of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on March 8, 2000. The municipal services in Plan 65M-3423 were installed in August 1999 and the top course asphalt was placed in August 2001.

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 Development/Transportation Engineering, Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, 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.

**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 and the necessary resources have been allocated and approved.



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**Conclusion**

It is therefore appropriate that the municipal services in 65M-3423 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.)

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 9, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

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**9**                    **ASSUMPTION – CROSSROADS CORPORATE CENTRE – PHASE 2**  
**19T-86096 / 65M-3227**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 16, 2006:**

**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-3227 and that the municipal services letter of credit be reduced to \$74,000 for the possible twinning of a future sanitary sewer as per the Development/Transportation Department's request. Once these works are completed to the satisfaction of City staff, the letter of credit will be released.

**Economic Impact**

Upon assumption of this development, approximately 1.2 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, 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 16 lot and 15 block development is a residential subdivision. The development is located east of Dufferin Street and north of Highway No. 7 as shown on Attachment 1.

The Subdivision Agreement was signed on October 14, 1997. The municipal services in Plan 65M-3227 were installed in July 1997 and the top course asphalt was placed in August 2000.

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 Development/Transportation Engineering, Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Development/Transportation Department is requesting that \$74,000 be held back as securities until such time the twinning of the sanitary sewer downstream of the Ontario Hydro corridor is determined to be required. 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

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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 and the necessary resources have been allocated and approved.

**Conclusion**

It is therefore appropriate that the municipal services in 65M-3227 be assumed and the municipal services letter of credit be reduced to \$74,000. The Letter of Credit will be released should the City determine the works for the twinning of the sanitary sewer downstream of the Ontario Hydro corridor are not required.

**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.)

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Item 10, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**10**

**ASSUMPTION – RULAND PROPERTIES INC.  
19T-98V01 / 65M-3398**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 16, 2006:**

**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-3398 and that the municipal services letter of credit be reduced to \$50,000 for the completion of the decorative paving of the crosswalk along Dufferin Street as per the Development Planning Department's request. Once these works are completed to the satisfaction of City staff, the letter of credit will be released.

**Economic Impact**

Upon assumption of this development, approximately 1.2 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, 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 23 block development is a residential subdivision. The development is located west of Dufferin Street and south of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on February 11, 2000. The municipal services in Plan 65M-3398 were installed in August 1999 and the top course asphalt was placed in July 2002.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry and Clerks. The Development Planning Department is requesting that \$50,000 be held back as securities for the completion of the decorative paving of the crosswalk along Dufferin Street. 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.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 10, CW Report No. 1 – Page 2

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

**Conclusion**

It is therefore appropriate that the municipal services in 65M-3398 be assumed and the municipal services letter of credit be reduced to \$50,000. Once the crosswalk along Dufferin Street is completed to the satisfaction of the City, 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 JANUARY 23, 2006**

Item 11, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**11 CUNNINGHAM DRIVE – DIVINE MERCY CATHOLIC ELEMENTARY SCHOOL  
PROPOSED NO 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 January 16, 2006:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That By-law 1-96, the consolidated Parking By-law, be amended to add a 'No Stopping' prohibition from 8:00 am to 9:30 am and 2:30 pm to 4:00 pm, Monday to Friday from September 1 to June 30, on the north side of Cunningham Drive from Melville Avenue to Sierra Court.

**Economic Impact**

The cost to install the 'No Stopping' signs are provided for in the 2006 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

**Purpose**

To review the feasibility of implementing 'No Stopping' signs along the north side of Cunningham Drive adjacent to Divine Mercy Catholic Elementary School from Melville Avenue to Sierra Court.

**Background - Analysis and Options**

A request from a resident was received to review the parking activity in the vicinity of Divine Mercy Catholic Elementary School located on the south side of Cunningham Drive. There are residential homes with driveways on the north side of Cunningham Drive. Cunningham Drive is a feeder roadway with a 23.0 meter right-of-way and a speed limit of 40 km/h. There is an existing crossing guard on the south side at the intersection of Cunningham Drive and Melville Avenue. Refer to Attachment No. 1.

A parking review was conducted on Tuesday, December 13, 2005 during the time periods of 8:30 am to 9:00 am, and from 3:30 pm to 4:00 pm. The greatest number of vehicles parked on Cunningham Drive adjacent to Divine Mercy Catholic Elementary School during the morning peak period is 10 on the north side and 11 on the south side. During the afternoon peak period the greatest number of vehicles parked is 11 on the north side and 12 on the south side. The vehicles were parked unattended for approximately 5 to 15 minutes.

Cunningham Drive has a road width of 11.5 meters. When vehicles are parked on both sides of the roadway, the available travel width is about 6 meters between the vehicles. This is insufficient space for vehicles to travel safely in both directions on the roadway. Additionally, when vehicles are parked on both sides of Cunningham Drive this impacts emergency services access.

The installation of a 'No Stopping' Prohibition on the north side of Cunningham Drive opposite Divine Mercy Catholic Elementary School will allow emergency services access and reduce the amount of congestion during the posted time periods. Also, the prohibition will eliminate the crossing of children across Cunningham Drive and improve sighttimes.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 11, CW Report No. 1 – Page 2

**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 and the necessary resources have been allocated and approved.

**Conclusion**

Based on staff's review, it is recommended that 'No Stopping' prohibitions with the time periods of 8:00 am to 9:30 am and 2:30 pm to 4:00 pm, Monday to Friday from September 1 to June 30, be installed on the north side of Cunningham Drive from Melville Avenue to Sierra Court.

**Attachments**

1. Location Map

**Report prepared by:**

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

:SN

(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 JANUARY 23, 2006**

Item 12, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**12 GLEN SHIELDS AVENUE AT GLEN SHIELDS AVENUE ELEMENTARY SCHOOL  
AND OUR LADY OF ROSARY CATHOLIC ELEMENTARY SCHOOL  
PROPOSED NO 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 January 16, 2006:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

- 1) That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Stopping' prohibition from 8:00 am to 9:30 am and 3:00 pm to 4:30 pm, Monday to Friday from September 1 to June 30, between the north and south property lines of Glen Shields Public Elementary School on the west side of Glen Shields Avenue; and
- 2) That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Stopping' prohibition from 8:00 am to 9:30 am and 3:00 pm to 4:30 pm, Monday to Friday from September 1 to June 30, between the north and south property lines of Our Lady of Rosary Catholic Elementary School on the west side of Glen Shields Avenue.

**Economic Impact**

The cost to install the 'No Stopping' signs are provided for in the 2006 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

**Purpose**

To review the feasibility of implementing 'No Stopping' signs along the west side of Glen Shields Avenue in front of Glen Shields Public Elementary School and along the west side of Glen Shields Avenue in front of Our Lady of Rosary Catholic Elementary School.

**Background - Analysis and Options**

At its meeting on October 31, 2005, Council approved:

- “1. That staff be requested to investigate the need for and the feasibility of installing a No Parking restriction from 8:30 am to 9:30 am and 3:30 pm to 4:30 pm Monday to Friday on the east and west side of Glen Shields Avenue in front of Glen Shields Public School and Our Lady of Rosary Catholic Elementary School.
2. That staff be requested to investigate the need for a No Stopping restriction from 8:30 am to 9:30 am and 3:30 pm to 4:30 pm Monday to Friday on the east and west side of Glen Shields Avenue in front of Glen Shields Public School and Our Lady of Rosary Catholic Elementary School.”

Glen Shields Avenue is a feeder roadway with a 24.0 meter right-of-way and a posted speed limit of 40 km/h. There are existing crossing guards on the west side of Cog Hill Drive and Glen Shields Avenue intersection and on the south side of Bayhill Drive and Glen Shields Avenue intersection. Refer to Attachment No. 1.



## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

#### Item 12, CW Report No. 1 – Page 2

A parking review was conducted on Thursday, December 1, 2005 during the time periods of 8:00 am to 9:30 am and from 3:00 pm to 4:30 pm in front of Glen Shields Public Elementary School and Our Lady of the Rosary Catholic Elementary School. Observations show that vehicles were parked along Glen Shields Avenue on both sides of the roadway in front of the schools during the study time periods.

Glen Shields Avenue has a road width of approximately 13.0 meters. When vehicles are parked on both sides of the roadway, the available travel width is about 7 meters between the vehicles. This is sufficient space for vehicles to travel in both directions on the roadway. However, when vehicles parked on both sides impact emergency and other service vehicles movement in front of the school as well as creates sightline problems for drivers and pedestrians.

The installation of a 'No Stopping' Prohibition on the west side of Glen Shields Avenue across from Glen Shields Public Elementary School and Our Lady of the Rosary Catholic Elementary School will allow emergency and other service vehicles movement in front of the schools and reduce the amount of congestion during the time periods. Also, the prohibition will eliminate small children crossing the roadway, possibly between vehicles, in an unsafe environment.

#### **Relationship to Vaughan Vision 2007**

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

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

#### **Conclusion**

Based on staff's review, it is recommended that 'No Stopping' signs with the time periods of 8:00 am to 9:30 am and 3:00 pm to 4:30 pm, Monday to Friday from September 1 to June 30, be installed on the west side of Glen Shields Avenue between the north and south property lines of Glen Shields Public Elementary School and on the west side of Glen Shields Avenue between the north and south property lines of Our Lady of Rosary Catholic Elementary School.

#### **Attachments**

1. Location Map.

#### **Report prepared by:**

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

:SN

(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 JANUARY 23, 2006**

Item 13, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**13                    CONTRACT AWARD - RFP05-110 PIPED INFRASTRUCTURE DATASET  
                          DIGITIZING/MAPPING AND DATA CAPTURE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Chief Information Officer, dated January 16, 2006:

**Recommendation**

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

1. That Contract RFP05-110 Piped Infrastructure Dataset Digitizing/Mapping And Data Capture be awarded to Cole Engineering Group Ltd. at an estimated contract value of \$267,953.20 (including applicable taxes), and;
2. That a contingency allowance in the amount of \$25,000.00 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract; and
3. That the Mayor and Clerk be authorized to sign the necessary documents.

**Economic Impact**

The necessary resources have been allocated and approved. This is a Capital Project (1526-0-04, Water & Wastewater Management System) with a funding of \$383,674.00.

**Purpose**

To award the contract in response to RFP05-110 Piped Infrastructure Dataset Digitizing/Mapping and Data Capture.

**Background - Analysis and Options**

The Infrastructure Management Services section of the Engineering and Public Works Department is responsible for infrastructure records, data and data management and strategic analysis related to the City's civil infrastructure.

The purpose of this project is to compile, build, formalize, validate and deliver datasets representing a complete inventory of Piped Infrastructure consisting of the following systems:

- Water Distribution System;
- Sanitary Sewer Conveyance System;
- Storm Sewer Conveyance System and;
- Foundation Drain Collector Sewer Conveyance System.

The Engineering and Public Works Department will use these datasets in its various business needs and functions such as and not limited to:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

#### Item 13, CW Report No. 1 – Page 2

- Data Maintenance;
- Infrastructure and Asset Management;
- Maintenance Management;
- Hydraulic, Capacity and Performance Modeling Analysis;
- Geometric Network and Route Event and Routing Analysis;
- Ad-hoc Query Operations and Reporting;
- Custom Engineering Mapping and Map Book Generation;
- Geographic Information Systems.

The project involves compiling the various sources of drawing records and digital information available to digitize/map spatial data and capture corresponding attribute data (characteristic information) for the previously noted systems and their respective appurtenances.

The proposal was developed by Engineering and Public Works Department in consultation with the Purchasing Services and Information & Technology Management to ensure that corporate policies and standards are met.

A Request for Proposal (RFP05-110) was issued on May 16, 2004 and was advertised on the ETN (BidNavigator), Daily Commercial News and Ontario Public Buyers Association website. At the closing date of June 7, 2005, a total of 17 RFP Documents were issued with 5 proposals received from the following firms:

- Conestoga Rovers & Associates Ltd., Mississauga, Ontario;
- Cole Engineering Group Ltd., Markham, Ontario;
- Marmak Information Technologies Inc., Brampton, Ontario;
- Cuesta Systems Inc., Burlington, Ontario;
- QSP Geographics Inc., Downsview, Ontario

An evaluation meeting was held with the review committee comprised of Staff from Engineering Services and Development / Transportation with Staff from Purchasing Services and Public Works providing advice. The 5 proposals were evaluated based on company experience, project manager and project team experience, understanding of project requirements and allocation of resources and pricing. The evaluation committee by consensus, ranked the 5 proposals and short listed the 2 highest ranked proposals.

Pursuant to the RFP requirements, the proposals from Conestoga Rovers & Associates Ltd. and Cole Engineering Group Ltd. were short listed and further reviewed through a Pilot Project Stage of evaluation. This phase of the overall proposal evaluation process requires the short listed proponents to undertake the entire project scope of works for a specific delineated area within the City. The proponents were further evaluated based on quality of project management, completeness, quantity and quality of data and project deliverables, quality of a problem resolution system developed and its effectiveness, and the effectiveness and the quality assurance/quality control system developed.

Upon completing the Pilot Project Stage, a subsequent evaluation meeting was held with the review committee. The short listed proponents final ranking is as follows:

1. Cole Engineering Group Ltd., Markham, Ontario;
2. Conestoga Rovers & Associates Ltd., Mississauga, Ontario;

The proposal from Cole Engineering Group Ltd. has the highest evaluation. The evaluation scoring reflects the consultant's ability to address the requirements and objectives of the RFP's Terms and Conditions.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 13, CW Report No. 1 – Page 3

The necessary financial provisions in the Engineering and Public Works Department's budget have been previously established and approved by Council. Those previously approved projects of similar scope have been consolidated into Capital Project Number 1526-0-04, Water & Wastewater Management System and there is sufficient funding available.

**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.

*Service Delivery Excellence*

The datasets developed through this project play a direct role in achieving our Corporate Objectives (Priority A), develop and implement an Infrastructure Management System to enhance safety through proactive repair and replacement and improve financial efficiency and return on investment through life cycle costing.

*Technology and Innovation*

The proposal meets the requirements for Technology and Innovation based on conformance with the policies, standards and procedures as defined through the Corporate G.I.S. Initiative.

**Conclusion**

Requests for Proposal RFP05-110 Piped Infrastructure Dataset Digitizing/Mapping and Data Capture and related services have been received and evaluated by City of Vaughan stakeholder departments in an effort to reach consensus in the selection process.

The proposal from Cole Engineering Group Ltd. at value of \$267,953.20 (applicable taxes included), received the highest evaluation scoring and is qualified and compliant. It is recommended by Staff that this proposal be accepted.

The necessary provisions in the Engineering and Public Works Department's budget have been made and approved by Council.

**Attachments**

None

**Report prepared by:**

Denny S. Boskovski, Infrastructure Management Systems Supervisor, ext. 3105

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 14, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

14

**CREDITSTONE ROAD  
PROPOSED PARKING PROHIBITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 16, 2006:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That parking prohibitions not be implemented on Creditstone Road between Highway 7 and MacIntosh Boulevard.

**Economic Impact**

Not Applicable.

**Purpose**

To review the feasibility of implementing parking prohibitions on Creditstone Road, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on October 31, 2005 Council approved:

**“That staff be directed to review By-Law 1-96, the Consolidated Parking By-Law, as it pertains to the effectiveness of the current parking prohibitions as well as the necessity and feasibility of installing additional parking prohibitions along Creditstone Road extending from Highway #7 to MacIntosh Boulevard.”**

Creditstone Road is a two lane industrial roadway from Highway 7 to approximately 100 metres south of MacIntosh Boulevard with a posted speed of 50km. From MacIntosh Boulevard to Rutherford Road the roadway has two travel lanes in both directions. The area is shown on Attachment No. 1.

Staff conducted parking observations on Creditstone Road between Highway 7 and MacIntosh Boulevard on Tuesday, December 6, 2005 from 8:00-9:00am, 11:00-12:00pm, 1:00-2:00pm, and 4:00-5:00pm to determine if parking prohibitions are required. The table below shows the results of the observations.

OBSERVATION TIME	MAXIMUM NUMBER OF VEHICLES NOTED PARKED ON CREDITSTONE
8:00-9:00am	- 2 trucks parked on the east side of Creditstone - 0 vehicles parked on the west side of Creditstone
11:00-12:00pm	- 1 truck parked on the east side of Creditstone - 2 trucks parked on the west side of Creditstone
1:00-2:00pm	- 3 trucks parked on the east side of Creditstone - 1 vehicle parked on the west side of Creditstone
4:00-5:00pm	- 2 trucks parked on the east side of Creditstone - 0 vehicles parked on the west side of Creditstone

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 14, CW Report No. 1 – Page 2

There were a minimal number of parked vehicles (11 over 4 hours) on Creditstone Road between Highway 7 and MacIntosh Boulevard during observations. Trucks were observed unloading on the east side of Creditstone Road, but the parking durations were under 15 minutes, and did not block any driveway accesses. Staff do not recommend any parking prohibitions be implemented on Creditstone Road based on the results of observations.

**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 and the necessary resources have been allocated and approved.

**Conclusion**

Based on staff's review, it is recommended that parking prohibitions not be implemented on Creditstone Road between Highway 7 and MacIntosh Boulevard.

**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 JANUARY 23, 2006**

Item 15, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

15

**RIVERMEDE ROAD  
PROPOSED PARKING PROHIBITION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated January 16, 2006:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That the existing parking prohibitions not be changed on Rivermede Road between Keele Street and Bowes Road.

**Economic Impact**

Not Applicable.

**Purpose**

To review the effectiveness of the existing parking prohibitions and the feasibility of amending the existing prohibitions, in response to direction from Council.

**Background - Analysis and Options**

At its meeting on October 31, 2005 Council directed:

**“That staff be directed to review By-Law 1-96, the Consolidated Parking By-Law, as it pertains to the effectiveness of the current parking prohibitions on Rivermede Road between Keele Street and Bowes Road.”**

Rivermede Road is an industrial roadway with a 26.0 metre right-of-way (2 lanes in either direction) and urbanized from Keele Street to Bowes Road. There is an existing 'No Stopping' prohibition on both sides of Rivermede Road, from Keele Street to 76 metres east of Keele Street. The 3 Hour Maximum time limit would be enforced from 76 metres east of Keele Street to Bowes Road. The area is shown on Attachment No. 1.

Staff conducted parking observations on Rivermede Road between Keele Street and Bowes Road on Tuesday, December 6, 2005 from 8:00-9:00am, 11:00-12:00pm, 2:00-3:00pm, and 4:00-5:00pm to determine the effectiveness of the existing prohibitions, and if the existing prohibitions need to be amended. The table below shows the results of the observations.

OBSERVATION TIME	LOCATION PARKED ON RIVERMEDE ROAD
8:00-9:00am	- Pick-up truck parked east of Rayette for 7 minutes (south side). - Transport truck parked east of Keele for 2 minutes (north side).
11:00-12:00pm	- Trailer box left west of Bowes for 20 minutes (south side). - Trailer box left west of Bowes for 25 minutes (south side).
2:00-3:00pm	- Delivery truck parked west of Bowes for 4 minutes (south side). - Delivery truck parked east of Rayette for 6 minutes (south side). - Transport truck parked east of Keele for 20 minutes (south side). - Delivery truck parked west of Bowes for 15 minutes (south side). - Pick-up truck parked west of Bowes for 3 minutes (north side).
4:00-5:00pm	- No vehicles observed parked.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 15, CW Report No. 1 – Page 2

There were a minimal number of parked vehicles (9 over 4 hour period) on Rivermede Road between Keele Street and Bowes Road during observations, and the longest time a vehicle was observed parked was for 25 minutes (average time of 11 minutes). Staff do not recommend any changes to the existing parking prohibitions or the 3 Hour maximum time limit based on the results of observations.

**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 and the necessary resources have been allocated and approved.

**Conclusion**

Based on staff's review, it is recommended that no changes are made to the existing parking prohibitions on Rivermede Road between Keele Street and Bowes Road.

**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 JANUARY 23, 2006**

Item 16, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

16

**RONROSE DRIVE  
PROPOSED NO 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 January 16, 2006:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Stopping' prohibition on the south/east side of Ronrose Drive from Great Gulf Drive (north intersection) to Keele Street.

**Economic Impact**

The cost to install the 'No Stopping' signs are provided for in the 2006 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

**Purpose**

To review the feasibility of implementing 'No Stopping' signs along the east side of Ronrose Drive from Great Gulf Drive (north intersection) to Keele Street.

**Background - Analysis and Options**

A request from a resident has been received to review the parking activity on Ronrose Drive. Ronrose Drive is a 2 lane industrial roadway with a 23.0 meter right-of-way and has a statutory speed limit of 50 km/h.

A parking review was conducted on Tuesday, November 29, 2005 during the time periods of 8:30 am to 9:00 am, 12:00 pm to 12:30 pm and from 4:00 pm to 4:30 pm. During the observations, trucks were parked on both sides of Ronrose Drive and the driver would go to the restaurants located on the west side of Ronrose Drive. Refer to Attachment No. 1.

Ronrose Drive has an 11.5 meter road width. When trucks are parked on both sides of the roadway, the available travel width is about 5 meters between the parked trucks. This is insufficient space for vehicles to travel in both directions on the roadway. As well, when trucks are parked on both sides of Ronrose Drive this impacts emergency and other service vehicles movement on the roadway.

The installation of a 'No Stopping' Prohibition on the south/east side of Ronrose Drive will allow emergency and other service vehicles movement on Ronrose Drive. There is sufficient available space for parking of vehicles on the west side of Ronrose Drive

**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).

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 16, CW Report No. 1 – Page 2

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

**Conclusion**

Based on staff's review, it is recommended that 'No Stopping' signs be installed on the east side of Ronrose Drive between Great Gulf Drive (north intersection) and Keele Street.

**Attachments**

1. Location Map

**Report prepared by:**

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

:SN

(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 JANUARY 23, 2006**

Item 17, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**17 CONTRACT AWARD – RFP05-121 AUTOMATED VEHICLE LOCATION (AVL) SYSTEM**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Chief Information Officer, dated January 16, 2006, be approved; and**
- 2) That vehicles in the Enforcement Services Department also be equipped with the automated vehicle location (AVL) system.**

**Recommendation**

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

1. That a contract for RFP05-121 Automated Vehicle Location (AVL) System be awarded to Grey Island Systems Inc. at an estimated contract value of \$124,568.00 for a total of three years;
2. That the Mayor and Clerk be authorized to sign the necessary documents.

**Economic Impact**

The estimated annual operating costs are within the proposed 2006 Operating Budget.

**Purpose**

To award contract RFP05-121 for an Automated Vehicle Location (AVL) system.

**Background - Analysis and Options**

Public Works requires the use of an AVL system based on Global Positioning System (GPS) technology to assist with the delivery of services, monitor maintenance activities, confirm levels of service have been met, help defend against claims, and mitigate the need for additional supervisory staff. Public Works benefited from an AVL system from 2002 to 2004, at which time the contract with the service provider (Grey Island Systems Inc.) expired.

The "Request For Proposal" format was selected in order to allow the proponents to be creative in their solutions and meet budget constraints. Public Works staff collaborated closely with the City's IT Department to create the RFP document. Proponents were requested to provide:

- a passive/live on demand tracking system with a capability for up to 60 units ( approx. 1/2 the winter fleet);
- a system that is expandable;
- a system that would be hosted by the City; and,
- a system that could re-use the existing City owned AVL equipment.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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A passive/live on demand system is one that collects operating data and downloads it when the vehicle returns to the yard at any time of the day (passive), with an option to switch to a real time data retrieval (live) during such operations as snow ploughing, where it is required to verify that work is on schedule, identify vehicle breakdowns and re-deploy resources for a more efficient and effective operation. As the City has AVL units from the previous program, a system was needed that could utilize the existing equipment in the new program. The coverage was limited to ½ the winter fleet in an attempt to stay within budget, yet the system had to have the capability of expansion should additional funding become available. Hosting the solution in-house would enable staff to re-assign the units from winter to summer operations faster, update mapping and archive the data, without relying on outside agencies.

The RFP was advertised on the Electronic Tendering Network (ETN) and the Ontario Public Buyers Association website on August 3rd, 2005.

A mandatory meeting was scheduled for interested participants on August 17th, 2005, to provide a better comprehension of the requirements. The bids closed on September 1, 2005. A total of sixteen documents were issued by the Purchasing Services Department. A total of six responses were received with four proposals deemed non-compliant. The remaining two proposals proceeded to the evaluation stage.

Compliant proposals were subjected to a three step evaluation. Step 1 dealt with technical components and specifications. Step 2 evaluated the company overall and the cost of the solution. As Grey Island was clearly identified as the frontrunner during the two first steps, they were requested to proceed with Step 3 and present their solution.

The Evaluation Team consisted of appropriate staff from the Public Works Department and staff from the Information & Technology Management Department, and was witnessed by staff from the Purchasing Services Department. The proposals received the following rating:

<b>EVALUATION RESULTS FOR RFP05-121 AUTOMATED VEHICLE LOCATION (AVL) SYSTEM</b>			
<b>Contractor</b>	<b>Step 1 Technical</b>	<b>Step 2 Overall &amp; Cost</b>	<b>Step 3 Demonstration</b>
Grey Island Systems Inc.	172/300	79.5/100	30/50
Bell Canada Enterprise	169/300	43.6/100	Not invited to present

In addition to scoring the highest points, the submission by Grey Island was the least expensive and was the only submission within the budget funds available.

Grey Island Systems Inc.'s solution to our RFP for a passive system is to offer a live system relying on competitively priced airtime. Their proposal provides a positive value to our basic requirement, while the cost of implementation remains within our current budget. Their solution uses the City owned AVL units, is expandable and could be applied to other departments. The Bylaw Enforcement Department and Solid Waste Management Section have expressed interest in adopting this technology once it is in place. Due to budget considerations, neither proponent could provide a City hosted solution at an economical price.

Concerns relating to Grey Island's service level and response time have been discussed during negotiations and mechanisms have been inserted into the agreement to prevent and correct any delays in service.

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**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" and D-1 "Enhance Productivity & Cost Effectiveness".

**Conclusion**

Based on the evaluation of the proposals and the positive value offered to the City of Vaughan, it is recommended that the contract for RFP05-121 Automated Vehicle Location (AVL) System be awarded to Grey Island Systems Inc.

**Attachments**

N/A

**Report prepared by:**

Odette McIntyre, C. Tech  
Municipal Service Technician

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 18, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**18**

**FEDERAL GAS TAX REVENUE RESERVE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Director of Reserves and Investments, dated January 16, 2006:**

**Recommendation**

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

- 1) That Council enact a Federal Gas Tax Revenue Reserve;
- 2) That the Federal Gas Tax Revenue Reserve be funded under the terms and conditions of the Municipal Funding Agreement for the transfer of Federal Gas Tax Revenue under the New Deal for Cities and Communities between the Association of Municipalities of Ontario (AMO) and the City of Vaughan;
- 3) That the Federal Gas Tax Revenue Reserve be drawn upon for eligible projects and costs as described in the Municipal Funding Agreement for the transfer of Federal Gas Tax Revenues under the New Deal for Cities and Communities between the Association of Municipalities of Ontario (AMO) and the City of Vaughan; and
- 4) That the Mayor and Clerk be authorized to execute the by-law.

**Economic Impact**

The City will receive \$14.7M in federal gas tax revenues over the next five (5) years. Of this amount \$1.7M was received in late 2005.

**Purpose**

To obtain Council approval on the specifics regarding the operation and the use of the Federal Gas Tax Revenue Reserve.

**Background - Analysis and Options**

Council at its meeting of June 27, 2005 adopted as follows:

“By approving that all funds received from the Gas Tax Rebate Program be placed into an interest bearing infrastructure reserve.”

The Federal Gas Tax Funding program announced in the 2005 Federal Budget will benefit the City of Vaughan in the amount of \$14.7M over the next five (5) years. Council at its meeting of November 28, 2005 approved the agreement with the Association of Municipalities of Ontario (AMO) in order to receive the funds.

The initial funding allocation in the amount of \$1.7M was received in 2005 with the remaining \$13.0M to be received over the next four (4) years. The reserve will be drawn upon for eligible

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projects and costs as described in the Municipal Funding Agreement for the transfer of Federal Gas Tax Revenues under the New Deal for Cities and Communities between the City of Vaughan and the Association of Municipalities of Ontario (AMO). The allocation to specific projects is part of the Capital Budget process.

**Relationship to Vaughan Vision 2007**

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

**Conclusion**

Council enact a Federal Gas Tax Revenue Reserve by-law based on the requirements set out in the recommendation.

**Attachments**

None

**Report prepared by:**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 19, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**19**

**PLANNING RESERVE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Director of Reserves and Investments, dated January 16, 2006:**

**Recommendation**

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

- 1) That Council enact a Planning Reserve by-law;
- 2) That the funding for this reserve be at the discretion of the Treasurer and from annual actual planning revenue surplus subject to year-end operating results;
- 3) That the Planning reserve be drawn upon at the discretion of the Treasurer, initially for anticipated revenue gap in 2005 and in future years;
- 4) That the Planning Reserve earn interest at the City's average deposit rate; and,
- 5) That the Mayor and Clerk be authorized to execute the by-law.

**Economic Impact**

The Planning Reserve is being set-up to assist with the transition period required to implement the approved increase in planning application fees, by funding the anticipated revenue gap in 2005 and future years until the appropriate planning fees are determined and set. Given the Planning department's sensitivity to volatile and declining economic trends it is prudent to maintain a reasonable planning reserve balance to effectively mitigate any future financial risk.

**Purpose**

To obtain Council's approval on the specifics regarding the operation and the use of the Planning Reserve.

**Background - Analysis and Options**

Council at its weekly meeting of February 14, 2005 adopted the following Budget Committee recommendation of December 14, 2004.

"That a new reserve entitled "Planning Reserve" be created and that the necessary by-law be enacted and that staff provide at a future meeting a report on the utilization of the new reserve."

Direction was provided by Council that the planning application fee address full cost recovery as allowed by legislation. The Planning Reserve is proposed to assist in the transition period required to implement the approved increase in application fees by funding the anticipated revenue shortfall in 2005 and future years until the appropriate planning fees are determined and approved.



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The initial source of funding for this Reserve in the amount of \$1,300,000 has been approved by Council. Future planning reserve contributions will be at the discretion of the Treasurer from annual actual planning revenue surplus subject to year-end operating results. The Planning Reserve be drawn upon at the discretion of the Treasurer, when required, for anticipated revenue gap in early 2005 and future years, if required, until the appropriate planning fees are determined and set. Interest will be credited to the Planning Reserve at the City's average deposit rate.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities set out in Vaughan Vision 2007 particularly with B-1, Ensure Short & Long Term Financial Stability and B-2, Expand Revenues and Tax Base.

**Conclusion**

Council enact a Planning Reserve by-Law based on the requirements set out in the recommendation.

**Attachments**

None

**Report prepared by:**

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 20, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**20                      BUILDING STANDARDS SERVICE CONTINUITY RESERVE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance and Corporate Services and the Director of Reserves and Investments, dated January 16, 2006:**

**Recommendation**

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

- 1) That Council enact a Building Standards Service Continuity Reserve by-law;
- 2) That the Building Standards Service Continuity Reserve be funded from Ontario Building Code revenue surplus;
- 3) That the funding for this reserve be contributions on an annual basis to a maximum reserve balance of approximately 1.5 times the annual building code permit processing costs;
- 4) That the Building Standards Service Continuity Reserve be drawn upon at the discretion of the City Treasurer when required; and is restricted to specific Building Standards purposes;
- 5) That the Building Standards Service Continuity Reserve earn the City's average deposit rate; and
- 6) That the Mayor and Clerk be authorized to execute the by-law.

**Economic Impact**

There is no ability to utilize building code surplus for general municipal purposes. The use of the Building Standards Service Continuity Reserve is strictly limited to building code purposes.

**Purpose**

To obtain Council approval on the specifics regarding the operation and use of the Building Standards Service Continuity Reserve.

**Background - Analysis and Options**

Council at its meeting of February 14, 2005 adopted the following Budget Committee recommendations of December 14, 2004:

“That a reserve entitled “Building Standards Service Continuity Reserve” be approved and that staff provide at a future meeting the associated by-law and report on the utilization of the new reserve”

Bill 124 imposed cost and price restriction on the building code permit fees to the extent that costs cannot exceed the reasonable and anticipated costs of administering and enforcing the code.

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The purpose of the Reserve is to accumulate annual building code surpluses which will be used to provide service continuity when costs exceed Building Standards revenue.

The Building Standards Service Continuity Reserve will be funded Ontario Building Code revenue surplus. The funding to this reserve be contributions on an annual basis to a maximum reserve balance of approximately 1.5 times the annual building code permit processing costs.

The Building Standards Service Continuity Reserve be drawn upon at the discretion of the City Treasurer, when required, and is restricted to specific Building Standards purposes.

Interest will be credited to the Building Standards Service Continuity Reserve at the City's average deposit rate.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set out in Vaughan Vision 2007 particularly with B-1, Ensure Short & Long Term Financial Stability and B-2, Expand Revenues and Tax Base.

**Conclusion**

Council enact a Building Standards Service Continuity Reserve By-law based on the requirements set out in the recommendation.

**Attachments**

None

**Report prepared by:**

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 21, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**21 MPAC ASSESSMENT – TREELAWN BLVD**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Director of Finance, dated January 16, 2006, be approved;**
- 2) That a request be made to the Provincial Ombudsman that the Ombudsman Office review a request to conduct MPAC assessment reviews every five years rather than annually, and that a maximum 20% change be considered annually for property tax assessment purposes to be applied, to ensure better and more gradual averaging of current value assessment; and**
- 3) That the deputation of Mr. Michael Menecola, 292 Treelawn Boulevard, P.O. Box 798, Kleinburg, L0J 1C0, be received.**

**Recommendation**

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

That the following report be received.

**Economic Impact**

Not applicable.

**Purpose**

To provide a report with respect to the assessment by the Municipal Property Assessment Corporation (MPAC) as it pertains to the properties located on Treelawn Blvd in Kleinburg.

**Background-Analysis and Options**

At the meeting of December 12, 2005, Council adopted Addendum Item 1 that directed staff to report on the assessment increases related to the assessment values for 2006 for the residents on Treelawn Blvd. The item referenced that the assessment values on some properties increased in excess of 70% from the previous reassessment.

Property assessment is the responsibility of the Municipal Property Assessment Corporation. MPAC classifies and assesses all properties in Ontario using the Assessment Act and various regulations established by the Provincial Government.

To establish assessment values MPAC analyzes the property sales in an area. The sales provide the basis for assessed values. MPAC continually collects information about properties to ensure that similar property types are valued consistently within the market area. This valuation method is referred to as Current Value Assessment. It is used by most assessment jurisdictions in Canada and around the world.

## CITY OF VAUGHAN

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#### Item 21, CW Report No. 1 – Page 2

Finance staff met with MPAC to discuss the properties on Treelawn Blvd in Kleinburg. MPAC reviewed sales reports in the Kleinburg community against current assessed values for 2006. MPAC is satisfied that the assessment values placed on the Treelawn properties reflect the market value as of the valuation date. MPAC acknowledged that they have received requests for reconsideration and in some instances the values have been amended.

MPAC advised that there were a number of reasons for significant increased assessment values on some properties on Treelawn Blvd. The prior assessment on some homes was based on the assumption they were similar to other homes in the subdivision. Upon further inspection by MPAC during this reassessment, it was discovered that a large number of homes were in fact unique in design. These homes were constructed in a manner that increases the market value beyond other homes in the subdivision. The result was the homes were previously under assessed. Prior to this year's reassessment some properties were assessed for land value only as of June 30, 2003. Since this time, the building value has been added which increases the property value substantially. Finally, we have been advised that a number of homes added amenities such as swimming pools or finished basements which add value to the property since the last reassessment.

#### Appeal Process

Homeowners who believe that their assessment value is not accurate can request MPAC to review their assessment. There is no fee for this Request for Reconsideration. They can request a review at any time before December 31, 2006. Taxpayers can also file a Notice of Complaint with the Assessment Review Board (ARB), an independent tribunal of the Ministry of the Attorney General of the Province of Ontario. There is a fee of \$75.00. They can file a complaint at any time before March 31, 2006, even if they have already requested a Request for Reconsideration review from MPAC.

As a result of the above mentioned review process, MPAC received seven Requests for Reconsideration in the Kleinburg area, one on Treelawn Blvd. Two have been recommended for a reduction in assessment; the other five assessed values have been confirmed.

#### 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

Assessment values are the responsibility of MPAC. MPAC has reviewed the assessments on Treelawn Blvd. and in one instance the assessment value has been recommended for reduction by MPAC.

#### Attachments

None

#### Report Prepared by:

John De Santo, Acting Manager of Property Tax & Assessment  
Ext. 8406

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 22, Report No. 1, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on January 23, 2006, was dealt with by approving:

***That this matter be referred to a future Committee of the Whole meeting to allow a meeting with the Ward Councillor and affected parties; and***

***That the written submission from Ms. Grazia Giustino, 50 Thomson Creek Blvd., Woodbridge, L4H 1B7, dated January 17, 2006, be received.***

**22** **REQUEST FOR FENCE HEIGHT EXEMPTION**  
**42 THOMSON CREEK BOULEVARD**  
**WOODBIDGE, WARD 2**

The Committee of the Whole recommends:

- 1) That the fence height exemption for 42 Thomson Creek Boulevard in Woodbridge, be granted;
- 2) That the following report of the City Clerk, dated January 16, 2006, be received; and
- 3) That the following deputations be received:
  - a) Ms. Grazia Giustino, 50 Thomson Creek Boulevard, Woodbridge, L4H 1B7; and
  - b) Mr. Michael Palumbo, 42 Thomson Creek Boulevard, Woodbridge, L4H 1B7.

**Recommendation**

The City Clerk requests direction on this matter.

**Economic Impact**

Not Applicable

**Purpose**

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

**Background - Analysis and Options**

The owner of the above noted property is requesting an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-Law 80-90 to permit the erection of a side yard fence. The by-law permits a fence height of six feet. The applicant has constructed a hot tub and pool in his backyard. The neighbor at 50 Thomson Creek Blvd. has constructed a deck in the side yard of the property approximately three feet in height. Abutting the deck is a fence measuring 7 feet from finished grade. (See Appendix "A") A person standing on the deck has a clear view into the applicant's property.

The applicant is requesting an exemption to permit the construction of the fence in order to gain a sense of privacy when using his hot tub and swimming pool. In addition the increased fence height will provide a degree of safety and security by ensuring that anyone on the deck cannot gain access onto the applicant's property. The proposed fencing will range in height from nine feet to seven feet two inches measured from finished grade. The proposed fencing will be erected wholly on the applicant's property approximately four inches inside the property line.

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The first section of fencing will commence at the rear corner of the applicant's property a distance of approximately 14 meters to a point in line with the neighbors existing side yard deck. The height of this portion of fencing will be nine feet. From this point to the end of the property the fence will compliment the existing fence, which measures approximately seven feet two inches in height. Appendix "B" attached hereto outlines the neighbors deck and the proposed fencing. Appendix "C" depicts the type of fencing to be erected.

**Relationship to Vaughan Vision 2007**

The request is consistent with Section 1.0 – Service Delivery Excellence, sub-section 1.1.2. the review of community designs to ensure enhanced safety standards.

**Conclusion**

Council direction is required on the fence height exemption request.

**Attachments**

Appendix "A"- Photograph of existing deck at 50 Thomson Creek  
" B"- Survey showing 42 and 50 Thomson Creek with existing structures.  
" C"- Proposed fence type.

**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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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 23, Report No. 1, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on January 23, 2006, was dealt with by approving:

***That this matter be referred to the Committee of Whole meeting of February 6, 2006.***

23

**SIGN VARIANCE APPLICATION  
FILE NO: SV.05-24  
OWNER: WOODBRIDGE GATES INC.  
LOCATION: 7945 KIPLING AVENUE  
LOT NO. 7, CONCESSION 7**

The Committee of the Whole recommends that this matter be deferred to a future Committee of the Whole meeting.

**Recommendation**

That Sign Variance Application SV.05-24, Woodbridge Gates Inc., be REFUSED.

**Economic Impact**

None.

**Purpose**

Request to install Development Signs as shown on the attached drawings having the following areas:

Sign #1 - 21.9 sq m with a 5.3 sq m return on both sides (attached to existing dwelling)

Sign #2 - 44.5 sq m (attached to Sales Pavilion)

Sign #3 - 28.4 sq m (free standing)

Sign #4 - 17.5 sq m (V-shaped and free standing)

**Background- Analysis and Options**

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

12.1 (1) (c) Each builder is permitted a maximum of two (2) signs, with a combined sign face area not to exceed 20.0 sq m.

12.2 (a) One (1) wall sign advertising the sale of lots or dwellings may be erected on a wall of a sales trailer or sales pavilion provided that it covers no more than 50% of one (1) wall of the sales trailer or sales pavilion.

**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 one Development Sign of 20.0 sq m. per lot frontage.



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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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Members of the Sign Variance Committee are of the opinion that the applicant's proposal far exceeds the maximums contained within the City's Sign By-Law and do not support the application.

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

**Attachments**

1. Location Map
2. Sketches of Sign 1, 2 & 3

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services

/as

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 24, Report No. 1, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on January 23, 2006, as follows:

***By approving the following in accordance with the memorandum from the Director of Building Standards, and the Manager of Customer and Administration Services, dated January 17, 2006:***

***“That Sign Variance Application SV05-26 be approved subject to a condition that if in the future the tenant that occupies the floor and space immediately below the subject sign wishes to have a wall sign of their own, that the Bank of Montreal be obligated to remove the sign at their own costs.”; and***

***By receiving the report of the Sign Variance Committee, dated January 16, 2006.***

24

**SIGN VARIANCE APPLICATION  
FILE NO: SV.05-26  
OWNER: SORBARA GROUP  
LOCATION: 3700 STEELES AVENUE WEST  
LOT 2, PLAN NO. 2310**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of January 23, 2006, to provide an opportunity for the applicant to meet with staff; and
- 2) That the following deputations and coloured renderings be received;
  - a) Mr. Dan O’Kopniak, representing the Bank of Montreal; and
  - b) Mr. Dave Adam, Zip Signs, 5040 North Service Road, Burlington, L7L 5R5, and coloured renderings.

**Recommendation**

That Sign Variance Application SV.05-26, Sorbara Group, be REFUSED.

**Economic Impact**

None.

**Purpose**

Request to install a single faced logo box sign (Sign No. 5a) on the ground floor not located within the boundaries of the business premises and having an area of 4 sq m as shown on the attached drawings.

**Background- Analysis and Options**

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

- 6.6 (f) Wall signs shall only be located at the storey having direct access to a street, except that where a premises occupies all stories in a multi-storey building the wall sign may be erected on the next storey immediately above the storey having direct access to the street.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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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 By-law permits only those wall signs located within the boundaries of the business premises. The applicant is proposing to install a logo wall sign onto the southwest elevation of the existing building as shown on the attached drawings.

Members of the Sign Variance Committee do not support the application. If approved, the proposed sign location could create problems for any future tenant occupying the floor area immediately adjacent to the proposed sign.

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

**Attachments**

1. Site Map
2. Photo of Sign - North West
3. Photo of Sign - South West
4. Photo of Sign - South East
5. Photo of Sign - North East

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services

/as

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 25, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

25

**SIGN VARIANCE APPLICATION  
FILE NO: SV.05-29  
OWNER: RUNNYMEDE DEVELOPMENT CORPORATION LTD.  
LOCATION: 441 CLARK AVENUE WEST, THORNHILL  
BLOCK 130, PLAN NO. M-2007**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated January 16, 2006:

**Recommendation**

That Sign Variance Application SV.05-29, Runnymede Development Corporation Ltd., be APPROVED, subject to the following:

- 1) That the proposed sign be located in accordance with the revised plan submitted.
- 2) That the existing sign located on the subject building be relocated in accordance with the revised plan submitted; and
- 3) That the sign area not exceed the area permitted by the sign by-law (0.75 sq m./metre of wall.

**Economic Impact**

None.

**Purpose**

The applicant is proposing to install a wall sign onto the south elevation of the existing building 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 a wall sign onto the south elevation of the existing building for a second floor unit as shown on the attached drawings.

Members of the Sign Variance Committee have no objections to the proposed sign location as shown on the attached revised plans, and are of the opinion the intent and purpose of the By-Law is being maintained.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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

**Attachments**

1. Schedule A-1
2. Schedule C-2
3. Revised Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services

/as

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 26, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

26

**SITE DEVELOPMENT FILE DA.05.032  
LANDUCON DEVELOPMENT (2004) LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated January 16, 2006, 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.05.032 (Landucon Development (2004) 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 an application to permit a 4,568.16m<sup>2</sup> single-storey, multi-unit industrial building on a 1.21 ha lot, as shown on Attachment #2.

**Background - Analysis and Options**

The subject lands shown on Attachment #1, are located on the west side of Keele Street, south of Rutherford Road, in Part of Lot 13, Concession 4, 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.

This application was brought forth to an earlier Committee of the Whole meeting on December 5, 2005. The recommendation of Council on December 12, 2005 was as follows:

"That this matter be referred to staff and that the applicant be requested to work with the Local Councillor to review opportunities to modify the building architecturally"

The Owner has since met with the Local Councillor and Development Planning Staff to discuss the building elevations and the Owner has agreed to change the colour of the precast panels from grey to off-white and to incorporate decorative cornice detail on the corners of the building in order to create a more aesthetically and architecturally pleasing façade.

The U-shaped building will be constructed to a height of 6.7m, with the height increasing to 8.83m at the dominant corners (northeast and southeast) of the building facing Keele Street as shown

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on Attachment #3a. The building materials on the north, east and south elevations, consist of off-white precast concrete panels with two 1.6m wide white coloured precast panel bands that wrap around the building for architectural detail. In addition, decorative cornice detail are incorporated on the corners of the exterior north, east and south elevations. Blue double-glazed windows are evenly spaced along the lower and middle portions of the building. Each of the 25 units will have an entry door, and a sign box located above.

The westerly and the interior courtyard elevations consist of off-white insulated pre-cast panels. There are 26 man-doors and 21 overhead doors located within the interior courtyard as shown on Attachment #3b. The roof-top mechanical equipment will be screened from the view of streets.

**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 Development Planning Department is satisfied with the proposed elevations for the multi-unit industrial building.

**Attachments**

1. Location Map
2. Site Plan
- 3a. Elevation Plan (North, South, East, West)
- 3b. Elevation Plan (Interior courtyard)

**Report prepared by:**

Andrea Seca, Planner, ext. 8215  
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 27, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

27

**ZONING BY-LAW AMENDMENT FILE Z.05.047  
SITE DEVELOPMENT FILE DA.05.055  
SONTERRA PROPERTY DEVELOPMENT CORP.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated January 16, 2006, 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.05.047 (Sonterra Property Development Corp.) BE APPROVED, to lift the Holding Symbol "H" from the subject lands, currently zoned C1(H) General Commercial Zone as shown on Attachment #1, to facilitate the development of a commercial development comprised of ten retail/commercial buildings totaling 8,138 m<sup>2</sup> and a three-storey office building.
2. THAT Site Development File DA.05.055 (Sonterra Property Development Corp.) BE APPROVED, subject to the following conditions:
  - 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 and the stormwater management report shall be approved by the Engineering Department;
  - iii) access, parking and on-site vehicular circulation shall be approved by the Engineering Department;
  - iv) all hydro requirements of PowerStream Inc. shall be satisfied;
  - v) the applicant shall submit a final signage package for review and approval by the Development Planning Department;
  - vi) the applicant shall satisfy all requirements of the Region of York Transportation and Works Department;
  - vii) prior to the execution of the site plan agreement, the Holding Zone applicable to the subject lands shall be lifted;
  - viii) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of dedication of parkland equivalent to 2% of the value of the subject land, prior to the issuance of a building permit, in accordance with the Planning Act; and
  - ix) the final site plan and elevations shall be approved by the Vaughan Mills Design Review Committee.

**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 the following:

1. A Zoning Amendment Application (File Z.05.047) to lift the Holding Zone "H" from the Subject Lands shown on Attachment #1 to facilitate the development of a retail/commercial project consisting of ten one-storey buildings and a three-storey office building.
2. A Site Development Application to facilitate the development of the Subject Lands shown on Attachment #2 with a retail/commercial development comprised of the following:

Site Area	4.02 ha
Total Commercial/Retail GFA	8,138 m <sup>2</sup>
Office Building	<u>3,681 m<sup>2</sup></u>
Total GFA	11,819 m <sup>2</sup>
Parking Spaces	637

**Background - Analysis and Options**

The 4.02ha subject lands shown on Attachment #1 are located on the south west corner of Jane Street and Rutherford Road, in Part Block 1 of Plan 65M-3696 (9100 Jane Street), being part of Lot 15, Concession 5, City of Vaughan. The corner lot has a lot frontage of 185.96m along Jane Street, an average lot depth of 187.85m and is identified as "Outparcel C" of the Vaughan Mills development. The proposed development as shown on Attachment #2 consists of eleven buildings totaling 11,819 m<sup>2</sup> including a three-storey office building and a total of 637 parking spaces. The surrounding land uses are:

- North - Rutherford Road; proposed future commercial (C8 Office Commercial Zone)
- South - auto dealership under construction, existing gas bar, and the Vaughan Mills Mall (C1 Restricted Commercial and SCD – Vaughan Centre Shopping District Zone)
- East - Jane Street; and approved commercial/industrial (C7 Service Commercial Zone and EM1 Prestige Employment Area Zone)
- West - approved commercial buildings under construction (C1 Restricted Commercial Zone)

**Official Plan**

The subject lands are designated "General Commercial" (Special Policy) by OPA #600. The proposed commercial uses conform to the Official Plan.

**Zoning**

The subject lands are zoned C1 (H) Restricted Commercial with a Holding Symbol "H" by By-law1-88, subject to Exception 9(1030). The proposed commercial uses conform to the Zoning By-law.

One variance is required to facilitate the development respecting the proposed office building. The applicant has agreed to submit an application to the Committee of Adjustment to request relief from the By-law respecting the minimum requirement for two (2) loading spaces for an office building, whereas none is being provided. It is expected that deliveries will be by way of the main lobby or the service entrance on the west side of the building. The variance to eliminate the required loading spaces for Building 'A' is considered to be minor and can be supported.

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The subject land was originally zoned with a Holding "H" symbol to ensure that it did not develop without site plan approval and in advance of the main enclosed Vaughan Mills Mall structure. Upon site plan approval, these conditions will be satisfied and the Holding Symbol can be lifted from the site. The Applicant has made an application to lift the Holding Symbol and the implementing by-law will be forwarded to Council prior to the execution of a site plan agreement.

Site Plan

The site plan, as shown on Attachment #2, consists of nine separate multi-unit commercial buildings, one single tenant free-standing building all one-storey in height and a proposed three-storey office building (Building "A") with one level of underground parking. The site is designed with the buildings along the perimeter of the lot and the parking in the centre. Buildings 'F' and 'G' are located on the southwest corner of the site and provide patio areas, consistent with the lands to the west, which creates a strong pedestrian connection from the street into the site. The walkways surrounding the buildings continue through the parking lot and connect to the other buildings on site. Other patio areas are located on the east side of Building 'E' and Building 'L'.

Pertinent site statistics are as follows:

Total Site Area	4.02 ha
Proposed Gross Floor Area:	
Building "A" (Office Building)	3,680.95m <sup>2</sup>
Building "B"	1,664.87m <sup>2</sup>
Building "C"	281.7 m <sup>2</sup>
Building "D"	586.9 m <sup>2</sup>
Building "E"	756.37m <sup>2</sup>
Building "F"	527.93m <sup>2</sup>
Building "G"	978.08m <sup>2</sup>
Building "H"	1,281.0 m <sup>2</sup>
Building "J"	736.61m <sup>2</sup>
Building "K"	464.64m <sup>2</sup>
Building "L"	<u>858.7 m<sup>2</sup></u>
Total Gross Floor Area	11,818.85m <sup>2</sup>
Lot Coverage	29.41%
Landscaped Area	9,337.59m <sup>2</sup> (23.24%)

The site plan shows drive-through locations for Building 'K', that abuts Rutherford Road and for Building 'C', which is slated for a Tim Hortons eating establishment, and abuts Jane Street. Additional landscaping is proposed to screen the drive-through lanes from both arterial roads.

Four access points are proposed to the site, one from each side of the property, including one from Rutherford Road and Jane Street. The west driveway will align directly opposite the driveway for the commercial lands to the west. All garbage areas will be enclosed and form part of the building.

The Development Planning Department is generally satisfied with the overall site layout, subject to the comments in this report being addressed.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

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#### Elevations

The proposed building elevations are shown on Attachments #6 to #15. A consistent architectural style and use of building materials is utilized for each of the buildings, except for the proposed office building which is predominately spandrel glass in thermally broken prefinished aluminum curtain wall frames as shown on Attachment #6. The office building is square shaped with a curved (spandrel glass) elevation facing the landscaped entry feature at the northeast corner of the subject lands.

Building elevation 'C' (Tim Hortons) will be finished with acrylic stucco and precast panel in a smooth finish with windows that are double glazed units in thermally broken clear anodized aluminum frames as shown on Attachment #8. The roofline is predominately flat. Two non-illuminated signs mounted on the canopy are located on the north and south elevations.

The remainder of the buildings are one-storey in height with towers providing additional massing at the corners of each building. Each tower has a peaked prefinished metal roof, as contrasted with to the building's flat roofline, with decorative architectural star-shaped medallions provided as accent treatment. Buildings 'F' and 'G' are joined by a connective roof structure, which enhances the pedestrian connection from the street to the site. These buildings utilize an architectural style consistent with the Vaughan Mills outparcels fronting onto Rutherford Road, which are currently being constructed.

The exterior elevations are comprised of dark beige architectural precast panels at the ground level with light beige stucco wall at the upper level. Stucco cornice moulding crowns the buildings. The storefronts are prefinished with aluminum frames and clear vision glass with spandrel panels at the bottom. The units are accessed at the rear of the buildings from the parking area by tempered glass doors in clear anodized aluminum frames. All rooftop mechanical equipment shall be screened from street view.

The Development Planning Department are generally satisfied with the proposed building elevations.

#### Vaughan Mills Urban Design Guidelines

The site is subject to the Vaughan Mills Urban Design Guidelines (VMUDG), approved by Council on April 26, 1999, as amended. The Guidelines outline peripheral parcel development standards, including but not limited to building setbacks and orientation, architecture and site plan design.

The Development Planning Department is satisfied that subject to the recommendations and comments in this report, the proposal meets the general intent of the Guidelines. Accordingly, the Development Planning Department is supportive of the proposal.

A condition of site plan approval has been included in the recommendation section of this report that requires that the final site plan and elevations shall be approved by the Vaughan Mills Design Review Committee.

#### Signage

The applicant has proposed continuous sign bands along the internal and external elevations for the multi unit buildings 'B', 'D', 'E', 'F', 'G', 'H', 'K', and 'L'. The height of the sign band is approximately 0.8m. Building 'C' will have non-illuminated signage mounted on a canopy on the north and south elevations. Building 'J' will have future signage on acrylic stucco finish on the north and south elevations subject to final approval by the Development Planning Department.

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Access and Parking

The site plan shows a total of 637 parking spaces, with access from four access points at each side of the property, including one from Rutherford Road and one from Jane Street. The west driveway will align directly opposite to the adjacent commercial property to the west. Surface parking will consist of 584 spaces, including 13 handicap spaces. Underground parking will be provided for Building 'A' on one level and include a total of 53 spaces, with the underground access ramp to be located on the west side of the building. The final access and parking design must be approved by the Engineering Department.

Based on a parking ratio of 3.5/100m<sup>2</sup> gross floor area for office use and 6.0/100m<sup>2</sup> gross floor area for commercial use, the following are the parking requirements:

Use	Required Parking
Office (3,659.50m <sup>2</sup> )	129
Commercial (8,136.10m <sup>2</sup> )	489
<b>Total Required Parking</b>	<b>618</b>
Total Parking Proposed	637

The proposed site plan exceeds the required parking with a surplus of 19 spaces.

Landscaping

The proposed landscape plans are shown on Attachments #3 and #4 identify landscape treatments along Rutherford Road and Jane Street, which includes trees, shrubs and decorative metal fencing and pillars, with dense vegetation in front of the Building 'C' and between Buildings 'J' and 'K' to screen the view of the drive-through lanes from the street.

Raised planters with a height of 0.45m containing mixtures of Shubert Chokecherry trees, Spreading Japanese Yews, Blue Colorado Spruces, and Daylilies line the periphery of Building 'A'. The landscaping features of southwest corner of Rutherford Road and Jane Street will frame the street and create a pedestrian connection into the subject site. In addition, the southwest corner of the property is densely landscaped, which creates a pedestrian entry feature into this development from the adjacent properties and from Vaughan Mills Circle. Proposed patio areas line this entry feature onto the subject lands.

The landscaping along Vaughan Mills Circle and the internal streets located to the west of the site must be consistent with the Master Landscape Plan for the Vaughan Mills development. Prior to final site plan approval, the Development Planning Department must approve the final landscape plan and cost estimate.

Services

The applicant will be required to satisfy all requirements of the City's Engineering Department with respect to site servicing, grading and storm water management. 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.

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.

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**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 Development Planning Department has reviewed the proposed Site Development Application in accordance with the Official Plan, Zoning By-law, and in the context of the applicable design guidelines for the Vaughan Mills development. The Development Planning Department can support the proposed site plan application, which is considered to be an appropriate development of the site and compatible with the planned outparcel development surrounding the Vaughan Mills Shopping Centre. Accordingly, the Development Planning Department can also recommend approval of the Zoning By-law Amendment Application to lift the Holding 'H' provision on the subject lands.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan – North Part of Site
4. Landscape Plan – South Part of Site
5. Underground Parking Plan – Building 'A'
6. Elevations – Building 'A'
7. Elevations – Building 'B'
8. Elevations – Building 'C'
9. Elevations – Building 'D'
10. Elevations – Building 'E'
11. Elevations – Building 'F' and 'G'
12. Elevations – Building 'H'
13. Elevations – Building 'J'
14. Elevations – Building 'K'
15. Elevations – Building 'L'

**Report prepared by:**

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/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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EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

Item 28, Report No. 1, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on January 23, 2006, as follows:

**By approving the following:**

*That appropriate conditions be put in place to ensure the integrity of the 12 designated library parking spaces be protected in all future considerations; and*

**By receiving the written submission from Ms. Eileen Burrell, Chair, Vaughan Public Library Board, 900 Clark Avenue West, Vaughan, L4J 8C1, dated January 20, 2006.**

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28                                 **ZONING BY-LAW AMENDMENT FILE Z.02.068**  
                                      **ZONING BY-LAW AMENDMENT FILE Z.05.038**  
                                      **SITE DEVELOPMENT FILE DA.05.010**  
                                      **MARKET LANE HOLDINGS LTD.**

**The Committee of the Whole recommends:**

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated January 16, 2006, 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.05.038 (Market Lane Holdings Ltd.) BE APPROVED, to remove the Holding Symbol "H" from the subject lands shown on Attachment #1, subject to Council approving Site Development File DA.05.010 and servicing capacity being allocated for the proposed development.
2. THAT Zoning By-law Amendment File Z.02.068 (Market Lane Holdings Ltd.) BE APPROVED, to amend the Zoning Exception 9(1201) applicable to the subject lands shown on Attachment #3, to permit the following site-specific zoning exceptions to the RA2 Apartment Residential Zone to implement the appropriate development standards to facilitate a proposed 6 storey, mixed use residential and commercial condominium development, as follows:
  - permit a maximum of 516m<sup>2</sup> of commercial uses on the ground floor level only, restricted to a business and professional office, bank and financial institution, personal service shop, and retail store uses;
  - permit a maximum of 56 residential units;
  - require a minimum of 106 parking spaces for the proposed development, of which a minimum of 36 spaces shall be permitted to be located on the adjacent lands, shown as "Other Lands Owned by the Applicant" on Attachment #2;
  - permit a minimum zero (0)m setback to the front, rear and interior side yard for the below grade portion of the building;
  - permit a minimum front and interior yard setback of 0m and 4m respectively and a 5m rear yard setback (northeast corner);
  - permit a minimum amenity area of 1719m<sup>2</sup>; and,
  - permit any additional zoning exceptions as may be required to facilitate the site development application.

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3. THAT Council deem that a further Public Hearing is not required to implement the required zoning exceptions.
4. THAT Site Development File DA.05.010 (Market Lane Holdings Ltd.) BE APPROVED, to permit the development of a 6 storey, mixed use residential and commercial condominium building on the subject lands shown on Attachment #3, subject to the following conditions:
  - a) that prior to the registration of the site development agreement:
    - i) the final site plan, building elevations and landscape plan, shall be approved by the Development Planning Department;
    - ii) the final site servicing and grading plans, stormwater management report, access, on-site vehicular circulation, and road widenings, shall be approved by the Engineering Department;
    - iii) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
    - iv) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority;
    - v) the Cultural Services Division and Heritage Vaughan Committee shall approve the final window designs and details for the heritage building;
    - vi) the Owner shall enter into an Agreement with the adjacent Market Lane commercial landowner, currently in the same ownership, to implement a reciprocal parking agreement, to be registered on title and binding on all future Owners of the Market Lane commercial lands, to the satisfaction of the City of Vaughan. A copy of the said agreement shall be provided to the City, prior to the execution of the site plan agreement; and
    - viii) a clause shall be included in all Agreements of Purchase, Sale and Lease advising future Owners/tenants/leasees of both the residential/commercial condominium building and the commercial Owners in the Market Lane complex that parking for the proposed residential condominium is available on the adjacent Market Lane lands, shown as "Other Lands Owned by the Applicant" on Attachment #2.
  - b) that the site development agreement contain the following clauses:
    - i) snow removal and garbage pick-up shall be privately administered and all garbage shall be stored indoors until it is ready to be picked-up;
    - ii) the Owner shall agree to obtain and provide any necessary easements (vehicular, pedestrian, maintenance, etc.) as may be required for the adjacent Market Lane commercial lands to the satisfaction of the City;
    - iii) the Owner shall pay to the City of Vaughan by way of certified cheque, Cash-in-Lieu of the dedication of parkland equivalent to a fixed unit rate for residential, prior to the issuance of a Building Permit in accordance with the Planning Act and the City's Cash-in-Lieu Policy; and, 2% of the

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value of the commercial component of the subject lands, prior to issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment; and

- iv) the Owner shall dedicate all required road widenings to the City, free and clear of all encumbrances, to the satisfaction of the City of Vaughan.

THAT Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated November 14, 2005:

“IT IS HEREBY RESOLVED THAT Site Development Application DA.05.010 (Market Lane Holdings Ltd.) is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 56 residential units.”

#### **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 the following applications:

1. A Zoning By-law Amendment Application (File Z.05.038) to remove the Holding Symbol “H” from the subject lands currently zoned RA2(H) Apartment Residential Zone as shown on Attachment #1 to facilitate a proposed 6-storey, mixed use residential and commercial condominium development.
2. A Zoning By-law Amendment Application (File Z.02.068) to implement the proposed development standards to facilitate a 6-storey, residential and commercial mixed use condominium building comprised of 56 residential units and 516.60m<sup>2</sup> of ground floor commercial uses as shown on Attachment #3. The following zoning exceptions are required to implement the proposed development:
  - permit a maximum of 516m<sup>2</sup> of commercial uses on the ground floor level only, restricted to a business and professional office, bank and financial institution, personal service shop, and retail store uses;
  - permit a maximum of 56 residential units;
  - require a minimum of 106 parking spaces for the proposed development of which a minimum of 49 spaces shall be provided on the adjacent lands, as shown on Attachment #2 as "Other Lands Owned by the Applicant";
  - require a minimum zero (0)m setback to the front, rear and interior side yard (west) for the below grade portion of the building, whereas 1.8m, 7.5m and 4.5m are required, respectively;



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- permit minimum front and interior side yard setback of 0m and 4m respectively, whereas the by-law requires 7.5m and 4.5m;
- permit a minimum rear yard setback of 5m whereas 7.5m is required;
- permit a minimum amenity area of 1719m<sup>2</sup>, whereas the by-law requires 2030m<sup>2</sup>; and,
- permit any additional zoning exceptions as may be required to facilitate the site development application.

3. A Site Development Application (File DA.05.010) to facilitate a proposed 6-storey, mixed use residential and commercial condominium building as shown on Attachment #3. The pertinent site statistics are as follows:

Site Area =	0.26 ha
Gross Floor Area (Residential) =	5639.74m <sup>2</sup>
<u>Gross Floor Area (Commercial) =</u>	<u>516.60m<sup>2</sup></u>
Total =	6156.34m <sup>2</sup>
Number of Residential Units =	56 units
Parking Required =	129 parking spaces
Parking Provided =	106 parking spaces (70 spaces on-site and a minimum of 36 spaces on other lands owned by Applicant)

**Background – Analysis and Options**

The subject lands shown on Attachment #1 are located on the north side of Woodbridge Avenue, between Fairground Lane and Clarence Street, being part of Lots A, B and C, Registered Plan 1200 (154 to 166 Woodbridge Avenue) in Lot 7, Concession 7, City of Vaughan. The site is irregular in shape, having 54m frontage on Woodbridge Avenue, and developed with a number of commercial buildings, some with second storey residential dwellings and a 2 storey historical dwelling, known as the Inkerman Hotel.

The surrounding land uses are:

- North - Market Lane commercial complex (C4 Neighbourhood Commercial Zone) and the Arbors apartment building (RM2 Multiple Residential Zone)
- South - Woodbridge Avenue; commercial uses (C1 Restricted Commercial Zone)
- East - Woodbridge Library and the Market Lane commercial complex (C4 Neighbourhood Commercial Zone)
- West - commercial (C4 Neighbourhood Commercial Zone), Fairground Lane, residential townhomes (RM2 Multiple Residential Zone)

**Public Hearing**

On February 6, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, the Woodbridge Core Ratepayers Association and The Friends of The Village Group comments from The Friends of Village are discussed later in this report.

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##### Official Plan

The subject lands are designated "Mixed Use Commercial" by OPA #240 (Woodbridge Community Plan) as amended by OPA #440 (Woodbridge Core) and further amended by site-specific OPA #611, which permits a maximum 6-storey condominium building comprised of 56 residential units, ground floor commercial uses, and includes policies respecting the restoration of the historical building (Inkerman Hotel). The proposed development conforms to the Official Plan, as amended.

##### Zoning

The subject lands are currently zoned RA2(H) Apartment Residential Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1201), which currently permits a 6-storey mixed residential/commercial building. In order to facilitate the proposed development shown on Attachment #3, the Holding Symbol must be removed, and the necessary zoning exceptions required to implement the development must be incorporated into the zoning by-law. To date, the following zoning exceptions have been identified to facilitate the proposed development:

- require a minimum of 106 parking spaces for the proposed development, of which a minimum of 36 spaces shall be located on the adjacent lands owned by the applicant in the same Market Lane ownership, whereas the by-law requires a minimum of 129 parking spaces to be located entirely on the subject lands;
- permit a maximum of 56 residential units;
- permit a maximum of 516m<sup>2</sup> of ground floor commercial uses, restricted to a business and professional office, bank and financial institution, personal service shop, and retail store;
- require a minimum zero (0)m front, rear and interior side yard for portions of the building located below grade, whereas 1.8m, 7.5m and 4.5m are required, respectively;
- permit a minimum front yard and interior side yard setback shall be 0m and 4m respectively, whereas 7.5m and 4.5m is required;
- permit a minimum rear yard setback of 5m for the northeast portion of the building, whereas the by-law requires 7.5m; and,
- permit a minimum amenity area of 1719m<sup>2</sup> whereas the by-law requires 2030m<sup>2</sup>.

The proposed zoning exceptions are considered to be appropriate given the policies of the Official Plan which permit mixed-use development and the surrounding residential and commercial land use context, and the exceptions will result in a development that is compatible with the adjacent lands. The proposed parking deficiency is considered to be acceptable as discussed later in the parking section of this report. The minimum amenity area is also acceptable as the proposal is located within the Woodbridge Core area within walking distance to open space, parks and the core area patios and streetscape facilities.

On June 14, 2004, Council approved zoning application Z.02.068 to rezone the subject lands to RA2(H) Apartment Residential Zone with the Holding Symbol (H) and directed that Staff bring forward a by-law to implement its decision together with the appropriate development standards required to facilitate the mixed use development. At that time, the site plan was not developed to a point where all the zoning exceptions could be identified and included in the zoning by-law. By-law 221-2004 was enacted by Council, which had the effect of rezoning the subject lands but did not include the zoning exceptions required to implement the proposed plan.

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Since that time, the site plan has been finalized and the necessary exceptions required to implement the proposed development have been finalized. A subsequent zoning By-law will be enacted to amend and perfect By-law 221-2004, to implement the current plan. This approach is considered consistent with Council's direction of June 14, 2004 to implement the appropriate development standards to facilitate the development and therefore a clause is included in the Recommendation Section of this report which, if adopted, will deem that a further Public Hearing is not required for the zoning exceptions necessary to implement the proposed development.

#### Committee of Adjustment

On September 29, 2005, the Committee of Adjustment approved Consent Application B36/05 and Variance Application A228/05 to facilitate the severance of the larger parcel (shown on Attachment #3) by creating a block for the condominium building site and for off site parking. The balance of the Market Lane lands, shown as "Other Lands Owned by the Applicant" on Attachment #2, would be used to accommodate shared use parking for the future condominium and the existing/future commercial uses.

The lot boundary of the subject land has changed from that considered by the Committee of Adjustment, however, the proposed development respecting the building height and form has not. The lot boundary revision facilitates a better parking arrangement and layout, and from a functional perspective improves the development by providing exclusive visitor parking for the condominium complex. The parking and access for the proposed development continues to be provided in accordance with the approved parking study and the design and built form is consistent with the Official Plan.

#### Site Design

The proposed site plan as shown on Attachment #3 identifies a 0.26 ha parcel of land developed with one 6-storey, mixed use building comprised of 56 residential units, 516m<sup>2</sup> of ground floor commercial and the incorporation of the Inkerman Hotel. An underground parking garage and above ground parking area are proposed to serve the residential and commercial uses. The building is accessed by one full movement driveway on Woodbridge Avenue and from other access points available from the Market Lane Shopping Centre complex, all of which will function on a shared basis.

The necessary easements are required to ensure appropriate servicing, vehicular and pedestrian connectivity of the subject lands with the adjacent lands. The site development agreement will contain, if required, the appropriate clauses requiring the Owner to provide the necessary servicing easements and cross-easements to ensure connectivity with the adjacent lands.

The Development Planning Department has provided the following additional comments to the Owner respecting the overall plan:

- all garbage is to be stored internal to the building, and the location of the garbage room and storage area should be shown on the plans; and,
- the rooftop amenity area and landscape plan for the roof-top should be identified;

The final building elevations must be approved by the Development Planning Department, in consultation with the Cultural Services Division and the Heritage Vaughan Committee.

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Parking

A total of 106 parking spaces are proposed to serve the residential/commercial condominium building, of which 70 parking spaces will be located on the subject lands (56 spaces underground and 14 surface spaces), with the balance of 36 parking spaces to be located on the adjacent lands within the Market Lane commercial campus, which are owned by the applicant as shown on Attachment #2. Based on the proposed residential and commercial parking standards in By-law 1-88, the required parking is calculated as follows:

Residential Units: 56 units x 1.75 spaces/unit (incl. 0.25 spaces/unit or 14 spaces for visitor parking)	= 98 spaces
<u>Retail Commercial GFA: 516m<sup>2</sup> x 6 spaces/100m<sup>2</sup> GFA</u>	= <u>31 spaces</u>
Total Parking Required	= 129 spaces
Total Parking Provided (as recommended by the parking study)	= 106 spaces

The proposed development is deficient 23 parking spaces, which represents an 18% shortfall from the minimum by-law requirement. A parking study prepared by Mark Engineering was submitted in support of the proposed parking deficiency for the development and the shared parking arrangement with the Market Lane commercial complex to the north and east. The Engineering Department has reviewed and approved the study, indicating that the 23 space reduction is acceptable, based on the availability of surplus parking on the adjacent Market Lane commercial campus, which is in the same ownership, as identified below.

The overall parking condition for Market Lane, including the proposed development, is as follows:

Market Lane Commercial Complex:

Existing Commercial Uses: 5334.64m <sup>2</sup> (@3.5 spaces/93m <sup>2</sup> )	= 201
Parking For Inkerman Hotel	= 2
<u>Parking for Woodbridge Public Library</u>	= <u>12</u>
Total Required	= 215

Proposed Residential Condominium including Commercial Uses:

56 units + Ground Floor Commercial (106 spaces as recommended in the Parking Study)	= 106
Minus Proposed Residential and Condominium Parking (underground + visitor)	= -70
Total Surface Parking Spaces	= 36
Total Parking Required (201 + 12 + 36 +2)	= 251
<u>Parking Spaces Provided in Market Lane</u>	= <u>300</u>
Total Surplus Parking Spaces (Market Lane)	= 49

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In addition to the parking spaces identified above, the City of Vaughan currently owns a 35 space parking area at the northeast corner of the parking lot within the Market Lane commercial development as shown on Attachment #2. The area serves as a municipal parking lot, which is maintained and operated by the developer for the use of shoppers and merchants of the Woodbridge Core Area. The municipal lot is not defined as such and essentially functions as one parking area within the Market Lane commercial development.

The Owner will be required to enter into an agreement with the adjacent Market Lane commercial landowner, currently in the same ownership, to ensure a reciprocal parking agreement is registered on title, and binding on all future owners of the Market Lane commercial lands, to the satisfaction of the City of Vaughan. A copy of the reciprocal parking agreement must be provided to the Development Planning Department, prior to the execution of the implementing site plan agreement for the proposed condominium development. A clause will also be included in all Agreements of Purchase, Sale and Lease, advising all future owners, tenants and leasees of both the residential/commercial condominium building and the commercial in the Market Lane complex that additional parking for the proposed residential condominium is available on the adjacent Market Lane commercial lands to the north and east. A condition of approval is included in the recommendation section of this report, requiring the Owner to enter into the above-noted agreements, to the satisfaction of the Development Planning Department, to secure the off-site parking spaces for the proposed condominium development. The agreements must be prepared prior to the execution of the implementing site plan agreement.

#### Elevations

The proposed building elevations are shown on Attachments #5, #6, #7 and #8. The overall colour scheme is comprised of red brick, and beige/ochre and green tone stucco, with darker accents used for bordering and detailing. The roofline consists of coloured asphalt shingles and a rooftop enclosure that is setback from the building edge and not fully visible from the street view. This structure is used to house both the rooftop mechanical system and elevator shaft. The building is stepped back in 2-storey (Inkerman Hotel), 4 storey and 6 storey increments from Woodbridge Avenue. Large decorative framed bricked columns book-end the building at either end of the south elevation and extend upward to the 5<sup>th</sup> floor, flush with the balconies.

#### a) South Elevation

The south elevation shown on Attachment #5 faces Woodbridge Avenue and includes ground floor commercial uses, the 2 storey Inkerman Hotel structure, and the proposed residential condominium building. This elevation is comprised of brick and stucco which compliments the Inkerman Hotel structure. The balcony and gingerbread detailing of the Inkerman Hotel structure is proposed to be restored to its original form identified through Heritage Vaughan Committee photos of the original building. The applicant has introduced finishes that add to the historical element of the former hotel structure. The Development Planning Department further recommends that the red brick used on the Inkerman structure be carried over to the proposed condominium building at least 2 storeys in height to further compliment the overall building.

The south façade is broken up by glazing in the form of windows and balconies with a faux roofline along the 5<sup>th</sup> storey, all of which provides architectural interest to the elevation. The ground floor is expected to house a TD Canada Trust Bank and is articulated with stone and glass window commercial façade differentiated from the residential portion of the development above. Signage for the commercial uses is comprised of a horizontal sign band above the window areas. Three main pedestrian entrance points are planned for this elevation including, one for the bank, a second for the condominium building, and a third serving the former Inkerman Hotel structure. A portico is provided at grade level designed to provide a sheltered pedestrian element at the street level.

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The building is capped with matching asphalt shingles and a decorative cornice moulding around the entire building. The buildings roof top mechanical system and elevator facility are concealed within an enclosed structure that matches the remainder of the building.

#### b) North, East and West Elevations

The north, east and west elevations shown on Attachments #6, #7 and #8 are consistent in design and finish. The elevations are 6 storeys in height and capped with an asphalt roofing system interrupted by glazed balconies and windows highlighted by decorative mouldings. The main exterior finishing material is stucco and window glazing. The north elevation, which faces the Market Lane commercial buildings and parking area includes a secondary entrance for residents and visitors. The west elevation, includes the main entrance for the underground garage.

#### Resident Input

The Friends of the Village Group have provided comments on the latest plans and are generally satisfied with the proposed elevations, specifically the restored verandas on the former Inkerman Hotel and the original railing design. However, concern was expressed with the covered walkway along Woodbridge Avenue, and that 4 storeys along Woodbridge Avenue would be better suited for the development, notwithstanding the building is set back at the 2<sup>nd</sup> (Inkerman Hotel), 4<sup>th</sup> and 6<sup>th</sup> storeys from the street. The Group also commended the efforts of both the architect and applicant in incorporating the former Inkerman Hotel as part of the development.

#### Heritage

The Cultural Services Division has no objection to the proposed plans, but requires a more detailed depiction of the proposed design for the front porch windows on the main floor of the historic Inkerman Hotel building. The applicant will be required to submit detailed drawings showing the elevation, profile and section views of these windows for review by the Cultural Services Department and Heritage Vaughan Committee, prior to the registration of the Site Plan Agreement.

#### Landscaping

The proposed landscape plan shown on Attachment #4 consists of landscaping material comprised of a mixture of deciduous and coniferous trees, and ornamental trees and shrubbery. The periphery of the site along Woodbridge Avenue is planted with a standard street tree-planting scheme, which includes deciduous trees on a grate system. Additional landscaping defining private yards and various walkways have been provided on the site. A landscaped courtyard located at the northeast corner of the site includes a water feature and landscaped beds. The landscaping has been extended along the west side of the parking area, which is to be shared by both the condominium and the Market Lane commercial tenants.

The final landscape plan must be approved to the satisfaction of the Development Planning Department.

#### Servicing/Allocation

The site has access to hydro, water and sanitary and storm sewer services. The final stormwater management report and site servicing and grading plans must be approved to the satisfaction of the Engineering Department.

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On November 14, 2005, Council adopted a Strategy for Residential/Allocation of Servicing Capacity, which identified the subject application as a Priority 2 application and recommended that servicing capacity be reserved and allocated at the site development stage. In this respect, the Engineering Department has advised that servicing is available for the development and an allocation resolution is provided in the Recommendation section of this report.

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

#### Vaughan Public Library Board

The Library Board expressed concerns with the site plan as it does not identify the 12 parking spaces located in the vicinity and belonging to the Library Board. The Library Board has exclusive rights to 12 parking spaces located within the Market Lane Commercial Complex. The applicant will be required to address the Library Boards' concerns and maintain the exclusive rights to 12 parking spaces in favour of the Library Board to the satisfaction of the City.

#### Snow and Garbage Removal

Snow removal and garbage pick-up will be privately administered by the Condominium Corporation. All garbage containers will be stored indoors until they are ready to be picked-up.

#### Cash-in-lieu Parkland Dedication

The parkland dedication requirement under the Planning Act will be satisfied through cash-in-lieu to be paid through the registration of the site development agreement, to the satisfaction of the Legal Department, Real Estate Division.

#### 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 Development Planning Department has reviewed the Site Development Application in accordance with the policies of the Official Plan (OPA #440 and site-specific OPA #611), which permits the proposed mixed use residential and commercial development. The proposal to develop the subject lands to permit a 6 storey, 56 unit condominium building with ground floor commercial and incorporating the historical Inkerman Hotel is consistent with the policies of the Official Plan. The proposed building elevations and site plan layout are generally satisfactory, subject to the comments in this report. Accordingly, the Development Planning Department can support the approval of the Site Plan Application, subject to the conditions contained in this report.

The Development Planning Department has also reviewed the proposed Zoning By-law Amendment Applications to remove the Holding "H" provision from the subject lands shown on Attachment #1, which will facilitate the development of the site in accordance with the RA2 Apartment Residential Zone standards; and, the proposed zoning exceptions to implement the site plan shown on Attachment #3, which are considered to be appropriate to facilitate the development of the subject lands. The Development Planning Department can support the approval of both Zoning By-law Amendment Applications, subject to the conditions contained in this report.

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**Attachments**

1. Location Map
2. Context Plan (Including Market Lane Lands)
3. Site Plan
4. Landscape Plan
5. Building Elevations - South (Woodbridge Avenue)
6. Building Elevations - North
7. Building Elevations - West
8. Building Elevations - East
9. Building Cross-Sections

**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 29, Report No. 1, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on January 23, 2006, as follows:

***By approving that a Special Committee of the Whole meeting be held on Monday, February 27, 2006, at 7:00 p.m.;***

***By receiving the memorandum from the Director of Policy Planning/Urban Design, dated January 20, 2006; and***

***By receiving the written submission from Mr. John A. R. Dawson, McCarthy Tétrault, Barristers & Solicitors, Box 48, Suite 4700, Toronto Dominion Bank Tower, Toronto, M5K 1E6, dated January 23, 2006.***

29 **THORNHILL YONGE STREET STUDY (2002)**  
**FILE: 19.26**

The Committee of the Whole recommends:

- 1) That this matter be referred to a Special Committee of the Whole evening meeting within the next 6 weeks, to provide an opportunity for public input;
- 2) That consultation be continued with Heritage Vaughan and Heritage Markham, in conjunction with the Town of Markham;
- 3) That the following deputations be received:
  - a) Mr. Mark Reid, Urban Strategies Inc., on behalf of the applicant;
  - b) Ms. Marion Matthias, 33 Colborne Street, Thornhill, L3T 1Z4; and
  - c) Mr. Terry Goodwin, 122 Thornridge Drive, Thornhill, L4J 1E3; and
- 4) That the written submission of Mr. Jeff Stone, dated January 16, 2006, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. That Urban Strategies Inc.'s final report on the Thornhill Yonge Street Study (Attachment #4), and background information be received.
2. That the Study's recommendations be endorsed as the basis for the preparation of an amendment to the Official Plan for the Study Area.

**Economic Impact**

There is no additional economic impact to the City of Vaughan as the necessary resources have been allocated and approved. The proposed policy changes will permit additional new assessment to the local tax base.

**Purpose**

To present the results and recommendations of the Thornhill Yonge Street Study conducted by Urban Strategies Inc. for the consideration of Council.

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#### **Background - Analysis and Options**

##### Location

The Thornhill Main Street Study is focused primarily on properties fronting onto Yonge Street within the boundaries of the Heritage Conservation District. The east side of Yonge Street is under the jurisdiction of the Town of Markham. The Study Area also includes a few businesses on the south side of Centre Street and an apartment building east of Yonge between John and Elgin/Arnold, which are included due to their proximity to Yonge Street. On the west side of Yonge Street, the southern boundary includes the Thornhill Public School located south of the Elgin/Arnold intersection with Yonge. The northern boundary is the top of the riverbank above the Don River valley just north of the Thornhill Heritage Conservation District.

##### Existing Uses

The portion of the Study Area located in the City of Vaughan is designated “General Commercial” and “Low Density Residential”. The lands are zoned C1-Restricted Commercial, C2-General Commercial, C6-Highway Commercial Zone, and R1-Single Detached Dwelling Residential Zone.

The Yonge Street corridor for the length of the Study Area presents the following challenges:

- Much of the historic commercial fabric has been lost and the corridor lacks a distinct identity and character.
- The civic role of the street has been overshadowed by the transportation function of the street.
- The overall quality of the “main street” experience is poor.
- There is no organized business association or defined commercial role for the street within the broader regional context.
- New development and reinvestment are needed within the Study corridor.
- Local residents shop elsewhere.
- The scale of current development is not consistent throughout the study corridor, and in some locations does not suit the size and width of the street.
- Pedestrian activity is lacking. Not enough people live on Yonge Street and there are few places for people to meet and gather.

##### The Planning Context

The study area falls under the jurisdiction of the City of Vaughan, the Town of Markham, and the Region of York, and is also subject to relevant Provincial Policy. Within the Vaughan portion of the Study Area the following municipal/regional policy documents provide direction for new development/ re-development:

- The York Region Official Plan
- OPA #210- The Thornhill Vaughan Community Plan
- The City of Vaughan Thornhill Heritage Conservation District Study

##### The York Region Official Plan

The York Region Official Plan establishes a commitment to invest in transit infrastructure, including streetscaping within identified centres and corridors. The Yonge Street corridor is to have a dedicated rapid bus transitway which is scheduled for construction for 2006-2007. The environmental assessment process for this transit improvement is now close to completion. The

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Region's policy framework supports mixed-use intensification of transitway corridors and centres. The Region recently refined its transit supportive land use policies, density targets and urban design performance standards through OPA #43, which was adopted on December 16, 2004.

#### The Provincial Policy Statement

The recent Provincial Policy Statement (March 2005), together with the Greenbelt Plan (February 2005), will shape future municipal policy directives and growth within the GTA. These documents are aimed at maximizing growth opportunities within the urban areas through infill, and building intensification. Higher order transit corridors within urban areas are identified as key areas for intensification and re-development.

#### The Thornhill Community Plan (OPA #210)

OPA #210 contains policies for site development within the Village of Thornhill Heritage District including:

- Encouragement of the retention of historical buildings to as great an extent as possible;
- Preservation of mature landscape elements;
- Creation or preservation of a landscape buffer between commercial uses and residential uses;
- Recommends development of Design guidelines for parking areas and access;
- Encouragement of pedestrian linkages; and
- Encouragement of pedestrian access to building entrances from Yonge Street.

OPA #210 makes provisions for the Village of Thornhill Heritage District and gives Council the authority to designate a Heritage Conservation District under the Ontario Heritage Act.

#### The City of Vaughan Thornhill Heritage Conservation District Study

The City of Vaughan Thornhill Heritage Conservation District Study (1984), includes policies for historical preservation, design guidelines for new development and re-development, and makes recommendations for public infrastructure improvements. The study also includes design guidelines and general site development guidelines that provide recommendations for landscape and streetscape improvements for the Heritage District. Given the time which has lapsed since the completion of the Heritage District Study in 1984, and the new recommendations arising from the Thornhill Yonge Street Study, the Thornhill Heritage District Study document should be reviewed and revised to reflect the current policy framework.

#### The Study Process

The Study was jointly undertaken by the Town of Markham and City of Vaughan, and initiated in the fall of 2002. The Study was led by Urban Strategies Inc., a leading planning and urban design firm retained by the municipalities. The consultation process included a number of workshops with key stakeholders, including the Town of Markham, the City of Vaughan, the Region of York, the York Region Rapid Transit Consortium, the property owners and the local residents. The following is a list of the open houses and workshops held with the stakeholder group and general community in date sequence:

- Visioning workshop on February 27, 2003
- Presentation to the Stakeholder Consultation Group (SCG) on May 5, 2003
- Public Open House on May 28, 2003

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- Business and Commercial Property Owner “round table discussion” on July 3, 2003
- Presentation to SCG on November 27, 2003
- Public Open House on December 4, 2003
- Public Open House on April 27, 2004

The Thornhill Yonge Street Study was completed in four phases:

- Phase 1: Background information gathering and analysis, including the development of transit-way and streetscape design criteria. This phase included the public consultation process to identify and develop goals and expectations for the Study Area.
- Phase 2: Development of alternate urban design and streetscape concepts.
- Phase 3: Development of the draft Master Plan.
- Phase 4: Development of the final report providing a framework for reinvestment and community building.

#### Key Elements of the New “Vision” For Yonge Street

The framework for renewal of the Study Area is based on a vision of creating a vibrant, mixed-use “main street” on Yonge Street, establishing a balanced range of residential, employment, and social gathering opportunities within the subject lands. The vision and policy framework builds upon established planning principles, municipal, regional and community goals to create:

- A predominance of commercial/retail uses situated along the street comprising specialty niche markets, including food, lifestyle and boutique stores, the ethnic market, neighbourhood and convenience shopping.
- An attractive, high quality, pedestrian-friendly, transit-supportive streetscape along Yonge Street comprising a primarily hard surfaced streetscape with in-ground street trees, distinctive pedestrian-scale lighting, streetscape furnishings and treatments, and 3.5 metre wide raised centre landscape median.
- Transit supportive mid-rise intensification in some sections of the corridor, with maximum heights of 5 storeys (westside), and 8 storeys (eastside), to better address the scale and width of the street, improve street definition, support increased transit use.
- Protection and enhancement of heritage resources and their environs through the redevelopment process aimed at highlighting and celebrating these core assets.
- New public parks, plazas and places for meeting and gathering along the side streets at established destinations including the York Market and Thornhill Public School at the Elgin/Arnold intersection, and at the new transit station at the Thornridge/John Street intersection.
- Building height and massing transitions to ensure compatible fit with existing neighbourhood fabric and to respond to the location and importance of heritage assets along the corridor.
- Small-scale infill projects to complement existing two and three storey developments including infill of the Bell office site, new house form mixed use development in the Lion’s Parkette area, and new house form residential developments adjacent to the neighbourhoods at the John Street Transit Node.

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- Enhancement and connection of the total open space resource linking planned open space improvements along Yonge Street and the side streets to existing parks, trails, and the neighbourhoods.
- A pedestrian priority zone on Yonge Street which limits the number of private driveway access points from Yonge Street to promote a pedestrian environment, while reducing congestion and left turning movements on Yonge Street.
- Access and parking at the rear of Yonge Street properties to promote shared access and parking solutions.
- High quality buildings and public spaces exemplifying design excellence through the use of specific design guidelines and other criteria.

#### Recommendations to Achieve the Preferred Vision

The Thornhill Yonge Street Study recommends the following actions to implement the Study's vision:

- i. Amend the Secondary Plan and Heritage Conservation District Plans to reflect the land use plan, designations and policies outlined within the Thornhill Yonge Street Study.
- ii. Change current zoning requirements to allow for a mix of residential and commercial uses in the corridor through development applications.
- iii. Change current zoning, as appropriate, to reflect the heights recommended in the urban design plan.
- iv. Urban design guidelines recommended in the Thornhill Yonge Street Study should be consolidated with the Heritage Conservation District Plans of both Municipalities.
- v. Policies should restrict the development of surface parking lots and establish reduced parking standards for commercial uses along the rapid transitway.
- vi. Introduce demolition control policies that require an approved alternative use and building permit prior to receipt of demolition approval.
- vii. Explore the potential for establishing the Thornhill Yonge Street Study area as a "Community Improvement Plan" area under Section 28 of the Planning Act, and adopt the Thornhill Yonge Street Study as the Community Improvement Plan for the area.
- viii. Establish as a priority the initiation of public realm improvements and joint public/private commercial parking facilities secured through the redevelopment process.
- ix. Establish policies that require all municipal capital works projects to conform to the Thornhill Yonge Street Study.
- x. Explore the potential for establishment of a Community Improvement Project Area Capital Budget, and Community Improvement Fund, to implement public realm improvements as outlined in the Streetscape Improvement Program.
- xi. Explore the potential for a joint City of Vaughan/Town of Markham Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 929 sq.m (10,000 sq.ft) and all infrastructure projects.

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- xii. Establish a joint City of Vaughan/Town of Markham Yonge Street Streetscape and Transitway Project Management Team to work collaboratively with the Region of York and Power Stream Inc. (Hydro), to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements to accommodate the Transitway.

#### Land Use Recommendations

The land use recommendations arising from the Yonge Street Study provide the policy basis for an amendment to the Official Plan to guide the renewal of the Yonge corridor. These recommendations are based on the vision, key planning principles, goals, analysis and conclusions outlined in the Study report.

- i. The Yonge Street Study Area, should be a vibrant mixed-use area, with a predominance of commercial land uses on Yonge Street, with residential uses encouraged above grade.
- ii. All development should be street-related in character.
- iii. Residential intensification is recommended to support the rapid transit corridor.
- iv. The general policy intent of the Heritage Conservation District Plans of both municipalities respecting the enhancement and preservation of significant heritage assets should remain, and be updated, to protect the unique heritage resources of the district.
- v. The designation “Heritage Main Street” should be amended to apply only to those lands shown on the proposed land use plan (Attachment #2), comprising existing heritage building sites or concentrations of existing heritage buildings and contributing buildings.
- vi. The maximum permitted net site density of all buildings on lands designated “Heritage Main Street” shall not exceed 0.75 FSI, however, consideration may be given through zoning or variance approval to permit the maximum to increase to 1.0 FSI subject to zoning, Official Plan policy and design guidelines. The maximum height of buildings on lands designated “Heritage Main Street” shall not exceed three storeys.
- vii. Two new land use designations are proposed for the Study Area as shown on the land use plan (Attachment # 2):
  - (a) “Mixed Use Commercial/Residential (maximum height of 5 Storeys)”: This designation requires commercial uses at grade along the Yonge Street frontage, and immediately abutting park and open space designations. The maximum permitted net site density of all buildings on lands within this designation shall be determined by the municipalities, and shall generally be in the range of 1.5 to 2.0 FSI. The maximum height of buildings shall conform to the Urban Design Plan created through this Study.
  - (b) “Mixed Use Commercial/Residential (maximum height of 8 Storeys)”: This designation requires commercial uses at grade along the Yonge Street frontage, and immediately abutting park and open space designations. The maximum permitted net site density of all buildings on lands within this designation shall be determined by the municipalities, and shall generally be in the range of 2.0 to 3.0 FSI. The maximum height of buildings shall conform to the Urban Design Plan created through this Study. (Note: This designation applies only to the east side of Yonge Street.)

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- viii. The option of density bonusing, up to a maximum of one or two additional storeys, subject to site-specific conditions to be considered for inclusion in the Official Plan.
- ix. The general commercial and automotive service designations in the Vaughan Official Plan should be eliminated within the Study Area, and replaced as indicated by the proposed land use plan. Existing automotive service designations will become legally non-conforming uses.
- x. The Urban Design Framework and Urban Design Guidelines should be incorporated as specific design criteria within the secondary plans and the Heritage Conservation District Plans. The Urban Design Framework and Design Guidelines created through this Study provide specific criteria to logically organize, structure and evaluate new elements of the built environment to ensure the creation of a high quality, pedestrian-friendly, and attractive mixed use and commercial district that is compatible with adjacent neighbourhoods, and appropriate to the provision of a higher order transitway within the Heritage Conservation District.
- xi. A minimum building height of 2.5 storeys should generally be adopted for all new development on Yonge Street within the Study Area.
- xii. Drive-through facilities will not be permitted, nor will outdoor storage uses.
- xiii. A special sign by-law will be established to apply within the Study Area.
- xiv. Secondary Plan maps should be amended to reflect the land use recommendations above.
- xv. In accordance with Yonge Street's role as the location for a dedicated rapid bus transitway, the municipalities should undertake a review of established parking requirements, to reduce the number of parking spaces below conventional parking requirements for retail, commercial and office uses, and/or determine the need for municipally-supplied parking to permit the desired transit-oriented built form densities.

#### Urban Design Policies

The Urban Design framework and Urban Design Guidelines provide specific performance criteria to organize, structure and guide development of the Yonge Street corridor in the future. These elements will be used in conjunction with amendments to the policy framework to ensure the creation of a high quality, pedestrian-friendly, and attractive built form environment that is compatible with adjacent neighborhoods and existing heritage resources, and appropriate to the provision of a higher order transitway.

The Urban Design Framework establishes recommendations to organize, structure and guide the development of primary urban components within the corridor, and also to provide guidance respecting more detailed elements of the built environment. The Urban Design Framework establishes policies for the street system, the public realm, built form, the streetscape, and general site development. The following is a brief summary of the recommendations developed for each of these components.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

#### Item 29, CW Report No. 1 – Page 8

##### 1. The Street System

###### i) Primary Street (Yonge Street)

- A 36 m right-of-way is recommended for Yonge Street, including a minimum 5.2 m public pedestrian zone from the curb edge to the edge of the right-of-way.
- Establishment of a Primary Streetscape Zone comprising a 5.2 m public pedestrian zone, occurring from the curb edge to the edge of the public right-of-way for all properties fronting onto Yonge Street. This creates in most instances, a 7 m public realm along Yonge Street from the curb edge to building face.
- Reduction of driveway access points from Yonge Street, introducing a high quality of streetscape treatment and enhancement to support the street's transit, pedestrian and vehicular corridor role.
- Enhancement of overhead street lighting, distinct transitway paving, and decorative paving and design treatments at intersections and along boulevards, streetscape furnishings and planting in accordance with the Streetscape Improvement Program.
- Removal of utility poles and the burial of utility lines, etc.
- Any surplus lands created by the transition to rapid bus transitway should be conveyed to the respective municipality to be developed as parkland.

###### ii) Secondary Streets (east/west streets) and Private Streets

- A minimal setback is recommended for all buildings fronting on east/west streets, subject to contextual considerations.
- For private streets, connected internal drives are recommended rather than access from Yonge Street.

###### iii) Enhanced Pedestrian Laneways and Parking Courts

The following segments of the system of connected internal drives require special or enhanced streetscape treatment due to their prominent locations:

- Market Plaza Mews laneway (Markham)
- Colborne Parking court (Markham)
- John Street Transit Park/Plaza laneway (Markham)
- Centre Street Mews Laneway (Vaughan)
- Yonge to Thornhill Summit Drive Laneway (Markham)

These areas listed above require a high level of special streetscape treatment and are intended to be narrow mixed pedestrian and vehicular corridors of approximately 6 to 10 metres in width. They should be designed according to municipal standards to enable these areas to be conveyed to the municipalities in the future if required. Identification and special treatment of priority areas occurring at intersections, and the John Street Transit Node to reinforce safe pedestrian crossings and transit access, is also recommended.

In addition, pavement redundancies throughout the Study Area should be removed. There are lands within the right-of-way triangles on the southeast corner and northwest corner of the Elgin/Arnold intersection with Yonge Street, which currently permit high-speed island-separated right turning movements. Right-of-way triangles of this kind will not be required with the introduction of the dedicated Rapid Bus Transitway. The Study recommends that surplus lands created by the redundancy of these road sections should be conveyed to the respective municipalities for parkland development.



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#### Item 29, CW Report No. 1 – Page 9

The Study also proposes the use of non-perfect travel alignments across intersections to further reduce pedestrian crossing distances. Currently, wide vehicular lanes, some of which exceed 4.5 metres, promote high travel speeds on the corridor, and consequently unsafe conditions for pedestrians. The use of reduced roadway and transitway development standards, proven to ensure efficient functional performance of the transportation system, will also ensure an adequate and usable public realm within the established 36.0 m right-of-way. The following are the recommended widths for vehicular lanes:

- (i) Transit Lanes:
  - 3.5 m wide at the Elgin/Arnold intersection
  - 3.3 m wide at the John Street intersection
  - 3.3 m wide at the Centre Street intersection
  - Transit lane rumble strip: 0.3m
- (ii) Through/travel lanes: 3.25 m
- (iii) Turning radii for primary/secondary intersections of 6.0 m
- (iv) Turning radii for primary/local street intersections of 3.0 m

#### 2. The Public Realm

Public open spaces include parks, publicly accessible open spaces, public realm focal points, and streetscapes which are currently or intended to be conveyed into public ownership and developed to create an attractive and connected public realm. Parkland will be acquired through the re-development process and the municipalities' capital improvement programs to enhance the character and amenity of the corridor. The Streetscape Improvement Program, created through the Yonge Street Study, focuses on the public open space system, including secondary and local streetscape zones, a street tree replacement program, parks, private open space, pedestrian/vehicular laneways and parking courts, and open space enhancements of heritage areas.

#### 3. Building Envelopes, Orientation and Setbacks

The following are design recommendations for the Study Area respecting built form:

- i) Buildings shall be oriented toward public streets in order to clearly define the public realm, create a consistent street wall, and to create an attractive retail and commercial environment for pedestrians.
- ii) Buildings fronting on Yonge Street will occupy a minimum of 70 percent of the frontage along the property line.
- iii) Buildings fronting on an east/west street will occupy a minimum of 50 percent of the frontage along the property line.
- iv) A minimal setback is required, subject to contextual considerations (ie. setbacks on adjacent properties), for all buildings situated on east/west and local streets, with the exception of those fronting parks, where a 2.8 m setback is required.
- v) Parking is not permitted between the edge of the public right-of-way and the building face on primary, secondary or local streets.
- vi) Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the area.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

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- vii) Building mass should reflect a linked series of pavilion-type buildings defined by recessed connector building segments.
- viii) A maximum of 30.0 m of continuous building frontage is permitted along the primary commercial frontage for all corner pavilion segments.
- ix) All commercial and residential buildings shall have windows fronting onto the public street system.
- x) Buildings shall be articulated to express distinct elements as outlined in the Design Guidelines.

#### 4. The Streetscape Improvement Program

The Thornhill Yonge Street Study presents recommendations for the organization, design treatment and implementation of streetscape improvements within the Study Area. These improvements will occur entirely within the +/-36 m public right-of-way, and it is recommended that they will be jointly funded by the Region of York and the respective area municipality on a split cost sharing basis at the time of transitway construction.

Enhanced streetscape treatments are to occur at the three primary intersections within the district: the Elgin/Arnold and Yonge St. intersection, the John Street transit node intersection, and the Centre St./Yonge St. intersection. A 33% equal split cost sharing agreement is recommended for this streetscape component involving Markham, Vaughan, and the Region.

The design and implementation concepts presented within the Streetscape Improvement Program will be used by Markham, Vaughan, the Region, and future design teams selected to undertake components of detailed streetscape, as a tool to guide the evaluation of streetscape improvements over time. The recommendations contained in the Urban Strategies Inc. report are to achieve a comprehensive and cohesive image and character for streetscape development over the long term.

The Streetscape Improvement Program includes the following elements:

- i. Contributions within the public right-of-way
- ii. Public/Private contributions beyond the right-of-way
- iii. Private contributions beyond the right-of-way
- iv. Provide Public Contributions at special public places
- v. Built components
- vi. Living components
- vii. Order of Magnitude Cost Estimate

#### 5. General Site Development Design Guidelines

The general development design guidelines developed through the Yonge Street Study provide criteria to guide the evolution of private properties within the Study Area. The General Site Development Design Guidelines will form a component of the Urban Design Guidelines document and principal recommendations of the guidelines will also be contained within the proposed Official Plan for the Study Area. The different components covered within the General Site Development Design Guidelines are:

- Building heights
- Building envelopes-orientation and setbacks
- Ground floor use
- Site landscaping
- Parking and access
- Loading and storage

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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#### **Density Bonusing**

The Thornhill Yonge Street Study also recommends that the option of density bonusing up to a maximum of one or two additional storeys be considered by each of the municipalities, subject to site-specific circumstances (ie. Proximity and compatibility with neighbouring uses). Density bonusing would be considered only on the basis that the developer agrees to undertake or fund improvements to the public realm or provide other public benefits such as the development of structured public parking to strengthen commercial use within the corridor. The extent and basis for density bonusing would be specifically addressed through an amendment to the Official Plan.

#### **Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council to encourage land use designations and urban form to support transit usage, and to strengthen the City's diversified economic base by promoting and attracting new retail and commercial development.

#### **Conclusion**

The Thornhill Yonge Street Study recommends policy changes to OPA #210-Thornhill Community Plan, and the Thornhill Heritage District Conservation Plan to permit increased residential densities, encourage commercial intensification and diversity, and a strong focus on urban design elements to create a special pedestrian-friendly, transit-supportive heritage district. It is also recommended that the Study Urban Design Framework and Guidelines be incorporated within the municipal secondary plans, and the Heritage Conservation District Plans, to guide achievement of the preferred vision.

Staff recommend the approval of the Study, and that the recommendations contained therein be endorsed as the basis for the preparation of amendments to the Official Plan.

#### **Attachments**

1. Location Map
2. Proposed Land Use Plan
3. Proposed Urban Design Plan
4. The Thornhill Yonge Street Study Final Report (Councillors Only)

#### **Report prepared by:**

Anna Sicilia, Planner, ext. 8063  
Paul Robinson, Senior Planner, ext. 8410

/AS

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 30, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**30**

**TRAFFIC CALMING PROVINCIAL STATEMENT**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Jackson, dated January 16, 2006:**

**Recommendation**

Local and Regional Councillor Linda D. Jackson recommends that the City of Vaughan adopt a resolution similar to that of the City of Kitchener:

- That the Province of Ontario be requested to amend its legislation to remove the requirement for Environmental Assessments for the implementation of traffic calming measures, and
- That the aforementioned resolution be circulated to area municipalities and to the City of Kitchener.

**Economic Impact**

Nil

**Purpose**

To address the delays associated with the implementation of traffic calming measures and to support the efforts of the City of Kitchener.

**Background - Analysis and Options**

Vehicles routinely speed on City of Vaughan roads and use local streets as a means of avoiding traffic or delays along our regional roads. If an effort to curb this activity, the City of Vaughan in partnership with traffic calming committees (comprised of area residents) formulates a proposal to install various traffic calming features. This proposal is the result of several public meetings. One component of the traffic calming process is approval from the Ministry of the Environment.

In several instances, where a minimum of one individual has opposed the traffic calming proposal, long delays have resulted due the requirements of the Ministry of the Environment. These delays have resulted in several accidents and a fatality.

**Relationship to Vaughan Vision 2007**

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

**Attachments**

1. Copy of letter from City of Kitchener to Regional Municipality of York

**Report prepared by:**

Mirella Compagno

(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 JANUARY 23, 2006**

Item 31, Report No. 1, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on January 23, 2006, was dealt with by approving:

***That this matter be deferred.***

**31 SITE DEVELOPMENT FILE DA.05.063  
2748355 CANADA INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated January 16, 2006, 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.05.063 (2748355 Canada Inc.) 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 plan, stormwater management report, parking, access 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) the traffic study shall be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department;
  - v) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
  - vi) the Owner shall demonstrate, to the satisfaction of the Development Planning Department and the York Region Rapid Transit Corporation, that the public transit alignment (subway/subsurface alignment) shown on the site plan (Attachment #2), reflects the alignment recommended in the "Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment" and provides for the northward extension of the alignment from the lands to the south; and,
  - vii) the Owner shall dedicate to the City, the lands necessary for the Higher Order Transitway Corridor as shown on Schedule "B2" of OPA #529, free of all costs and encumbrances; or, the Owner shall enter into the Option Agreement outlined in Schedule "B" of the Minutes of Settlement dated July 10, 2000 between 2748355 Canada Inc. and the City, which will grant the City the option to purchase in fee simple, a sub-surface stratum of a portion of the subject lands for the purposes of a subway line.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

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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 on the subject lands shown on Attachment #1, to permit an industrial building, which includes an office with a mezzanine (1,394m<sup>2</sup>) and a warehouse (9,754m<sup>2</sup>) as shown on Attachment #2.

#### Background - Analysis and Options

The 2.3ha vacant site that is part of the larger landholding (5.06ha) as shown on Attachment #1, is located on the northwest corner of Jane Street and Interchange Way, in Part of Lots 4 and 5, Concession 5, City of Vaughan.

The subject lands are designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan), and zoned EM1 Prestige Employment Area Zone and C7 Service Commercial Zone by By-Law 1-88, subject to Exception 9(957). The surrounding land uses are:

- North - existing industrial (EM1 Prestige Employment Area Zone)
- South - Interchange Way; approved industrial DA.05.008 (EM1 Prestige Employment Area Zone)
- East - Jane Street; employment (EM1 Prestige Employment Area Zone)
- West - vacant/employment (EM1 Prestige Employment Area Zone)

#### Official Plan

The subject lands are designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan), which provides opportunities for land uses that require visual exposure, good vehicular accessibility and large development sites that are characterized by high design standards. The proposed industrial building with an office and warehouse is deemed to be a prestige industrial use, which is permitted and conforms to the policies of OPA #500.

The site is also subject to OPA #529, which implements the "Vaughan Higher Order Transit Right-of-Way Corridor Protection Study". The purpose of the study was to identify and protect a higher order transit right-of-way leading from York University to the Vaughan Corporate Centre.

OPA #529 acknowledges the Public Transit Right-of-Way on the Beutel Goodman Lands, of which the easterly 11.5m of the overall 23m right-of-way is shown on the subject lands to facilitate a sub-surface subway, with the remaining 11.5m to be provided by Beutel Goodman upon development of the adjacent westerly parcel (Attachment #2). Prior to the execution of the site plan agreement, the Owner shall demonstrate to the satisfaction of the Development Planning Department and the York Region Rapid Transit Corporation, that the public transit alignment (subway/subsurface alignment) shown on the site plan (Attachment #2), reflects the alignment recommended in the "Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment" and provides for the northward extension of the alignment from the lands to the south.

In accordance with OPA #529, construction of buildings or other structures requiring footings or other load bearing support will not be permitted to locate above the underground Public Transit

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

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right-of-way, however, surface parking, landscaping, and vehicular and pedestrian circulation will be permitted on the 11.5m right-of-way, as shown on Attachment #2. Prior to the execution of the site plan agreement, the Owner shall inform the City if they will be either dedicating the lands to the City that are necessary for the Higher Order Transitway Corridor as shown on Schedule "B2" of OPA #529, free of all costs and encumbrances, or; if they will be entering into the Option Agreement outlined in Schedule "B" of the Minutes of Settlement dated July 10, 2000, between 2748355 Canada Inc. and the City.

#### Zoning

The subject lands are zoned EM1 Prestige Employment Area Zone and C7 Service Commercial Zone, subject to Exception 9(957), as shown on Attachment #1, which permits the proposed office and warehouse use. The final site plan will be approved in accordance with the EM1 and C7 Zone requirements and Exception 9(957).

#### Site Design

The site plan (Attachment #2) shows the irregular shaped industrial building, with the two-storey office portion facing Jane Street. Two accesses will serve the site, consisting of one full-movement access on Interchange Way and a right-in/right-out access on Jane Street. Vehicular circulation and parking is provided around the entire building. Landscaping and pedestrian walkways are also proposed around the building with connections to Jane Street and Interchange Way. The recessed loading area is located on the north elevation and will be screened from the view of Jane Street. The final site plan will be approved to the satisfaction of the Development Planning Department.

#### Parking/Traffic

The site plan shows 160 parking spaces, which will serve the development. The Owner has submitted a Transportation Impact Study prepared by IBI Group to review any potential transportation impacts, parking and loading requirements resulting from the proposed development. The Engineering Department and the Region of York Transportation and Works Department shall approve the traffic study, parking, access and on-site vehicular circulation.

The Region of York may request to be a party to the site development agreement given that the subject lands abut Jane Street, with conditions of approval to be included in the Agreement. As a condition of site plan approval, all requirements of the Region of York Transportation and Works Department must be satisfied.

#### 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 will be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department.

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

#### Landscaping

The landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs along Interchange Way and Jane Street. A landscaped island is proposed at the southeast corner of the site, connecting the building to a concrete entry feature and pedestrian

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

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walkways along both Jane and Interchange, and to a Viva bus stop. A concrete pedestrian walkway surrounds the building with connections to Jane Street and Interchange Way. The final landscape plan shall be approved to the satisfaction of the Development Planning Department.

#### Building Design

The proposed building elevations are shown on Attachment #3. The building will be constructed to a height of 9.3m and consists of blue glass, white precast panels and grey ribbed flexwall panels. The curved blue glass entry feature is located on the southeast elevation facing the corner of Jane Street and Interchange Way and is designed with a glass double-door entry. The remaining elevations are of the same design and will consist of grey ribbed flexwall panels with a grey smooth precast banding. Two of five man doors are located on the east elevation with the remaining on the north elevation, along with two over-head doors and five loading doors, which are screened from the view of Jane Street. The final building elevations will be approved to the satisfaction of the Development Planning 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”.

#### Conclusion

The Development Planning Department has reviewed the proposed Site Development Application in accordance with the policies of the Official Plan and the requirements of the Zoning By-Law, and is satisfied that the proposed office and warehouse building will facilitate an appropriate development of the site, within the Corporate Centre. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

#### Attachments

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

#### Report prepared by:

Christina Napoli, Planner I, ext. 8384  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 32, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

**32            PRESERVATION OF THE PIERRE BERTON ARTEFACTS AND MEMORABILIA  
                 INVESTIGATION OF OPPORTUNITIES IN THE KLEINBURG COMMUNITY  
                 FORMATION OF COMMITTEE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated January 16, 2006:**

**Recommendation**

Mayor Michael Di Biase recommends that:

1.        A Committee be appointed to examine the opportunities for preserving the artefacts and memorabilia from the life of the late Mr. Pierre Berton at a location in the Kleinburg Community;
2.        Such Committee be comprised of Mayor Michael Di Biase, City Councillor Peter Meffe, the Berton family and three (3) members from the Kleinburg community;
3.        Staff as required be made available to assist the Committee; and
4.        A report be prepared for an upcoming Council meeting to confirm the members from the Kleinburg community and the terms of reference for the Committee's operation.

**Economic Impact**

There is no economic impact resulting from the adoption of the recommendations, other than the use of staff time. Should the project proceed further it is expected that there may be financial implications. As such, further Council direction will be required.

**Purpose**

The purpose of this report is to obtain direction to create a committee comprised of Mayor Michael Di Biase, City Councillor Peter Meffe, the Berton family and three (3) members from the Kleinburg community to investigate the opportunities for preserving the artefacts and memorabilia from the life and career of Pierre Berton at a location in Kleinburg.

**Background – Analysis and Options**

In late 2004 Mr. Pierre Berton passed away. Mr. Berton was a national icon who helped define the Canadian media scene for almost sixty years. During his career as an author, newspaperman and television and radio personality he reported on the evolution of the country and chronicled our history. In addition to being an outstanding Canadian, Mr. Berton was also our neighbour. The Berton family has lived in Kleinburg for over fifty years.

Mayor Michael Di Biase was contacted by the Berton family to see if there is an opportunity to find a location in Kleinburg where the artefacts and memorabilia from Mr. Berton's life and career could be preserved, stored and displayed. Mr. Berton's writings have been archived at McMaster

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006

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University in Hamilton. However, there is wealth of other material in the estate, such as photographs, awards and personal furniture and other memorabilia, which illustrate his life and times. Rather than disperse this collection, the family is interested in preserving it at one location, preferably in Kleinburg.

This report is recommending that a committee be struck to investigate the opportunities for locating this collection in Kleinburg. The committee should be comprised of Mayor Michael Di Biase, City Councillor Peter Meffe, the Berton family and three (3) members from the Kleinburg community. Once the membership has been determined and a draft terms of reference has been prepared a follow-up report can be submitted to Council to confirm these actions and obtain any further direction.

It would be expected that the Committee, with the aid of staff, would be responsible for obtaining an understanding of the type of artefacts in the collection and its size, establishing the nature and amount of space that would be required to store and display the material, assessing the location options and determining the best format to display the collection.

#### Relationship to Vaughan Vision 2007

This report is consistent with Sections 2.4.2 “Identify and implement innovative new partnerships.” and 2.5 “Strengthen the City’s diversified economic base” of Vaughan Vision 2007. The necessary resources have not been allocated at this time.

#### Conclusion

This presents the city with a unique opportunity to help preserve the memory of Mr. Berton through the artefacts and memorabilia of his life and career. In addition, it has the potential to provide Kleinburg with another attraction, dedicated to a prominent Canadian, which can complement the McMichael Canadian Collection. Therefore, it is recommended that Council adopt the recommendations set out above and proceed with establishing the committee.

#### Attachments

N/A

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 33, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

33

**VAUGHAN HEALTH CARE FOUNDATION  
SUBLEASE OF 70 TIGI COURT**

The Committee of the Whole recommends:

- 1) That the request by the Vaughan Health Care Foundation to sublease 600-700 square feet of space at 70 Tigi Court for 2.5 years, be granted; and
- 2) That the following report of the Commissioner of Community Services, dated January 16, 2006, be received.

**Recommendation**

The Commissioner of Community Services in consultation with the Director of Legal Services requests direction regarding the request of the Vaughan Health Care Foundation to sublease 600 – 700 square feet of space at 70 Tigi Court for 2.5 years.

**Purpose**

The purpose of this report is to seek Council direction regarding subleasing space at Tigi Court to Vaughan Health Care Foundation.

**Economic Impact**

The City would continue to pay rent of \$5,400.00 - \$6,300.00 per month.

**Background - Analysis and Options**

On May 24, 2005, the City executed a lease with Bellshire Woods Estate Inc., for space at 70 Tigi Court for City Staff in various departments. The rental amount is \$9.00 per square foot, and the lease expires on July 3, 2008.

The Vaughan Health Care Foundation has requested a sublease of space at this location to accommodate 2 employees of the Foundation. They originally requested 400 square feet, and have now requested use of approximately 600 - 700 square feet, to accommodate two small offices and a small boardroom, at nominal rent (\$20.00 per month). The Foundation would pay for utilities, cleaning and maintenance, to partition the space, install telephones and supply their own furniture. This space is available.

Given that the Foundation is a charitable organization, Council has the authority to enter into a sublease or license at less than fair market value. Accordingly, Council can sublease the space at nominal rent.

The Lease requires consent of the Landlord to sublease; however, as the City will remain responsible for the space, it is expected to be forthcoming.

**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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**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

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**Conclusion**

Should Council wish to proceed, Staff recommend the necessary by-law be enacted.

**Attachments**

1. Request

**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.)

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 34, Report No. 1, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 23, 2006.

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**34 PRESENTATION – MS. MARY-FRANCES TURNER, YORK REGION RAID TRANSIT PLAN  
WITH RESPECT TO WITH RESPECT TO PROVIDING A STATUS UPDATE ON VIVA**

The Committee of the Whole recommends:

- 1) That the presentation by Ms. Mary-Frances Turner, Vice President, York Region Rapid Transit, 1 West Pearce Street, Suite 600, Richmond Hill, L4B 3K3, written submissions dated November 25, 2005 and December 19, 2005, and the PowerPoint document, dated January 16, 2006, be received; and
- 2) That staff review and perform an assessment of needs for high capacity transit in the employment areas.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 23, 2006**

Item 35, Report No. 1, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on January 23, 2006, as follows:

***By receiving the written submission from Mr. Richard T. Lorello, 235 Treelawn Blvd, P.O. Box 927, Kleinburg, L0J 1C0.***

35

**DEPUTATION – MR. RICHARD LORELLO  
WITH RESPECT TO MPAC AND CITY SERVICES**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Richard Lorello, 235 Treelawn Boulevard, P.O. Box 927, Kleinburg, L0J 1C0, and two written submissions, one dated December 5, 2005, be received;
- 2) That the City of Vaughan request that the Minister of Finance and the Minister of Municipal Affairs and Housing defer the 2006 MPAC assessment values until the Ombudsman investigation and the MPAC process of property assessment has been completed;
- 3) That the 2004 assessment values remain in place until the Ombudsman report and its recommendation has been reported to the public, and that this resolution be circulated to the members of the AMO, the City of Toronto in particular, seeking support;
- 4) That a request be made to the Provincial Ombudsman that the Ombudsman Office review a request to conduct MPAC assessment reviews every five years rather than annually, and that a maximum 20% change be considered annually for property tax assessment purposes to be applied, to ensure better and more gradual averaging of current value assessment; and
- 5) That the deputation of Mr. Gaetano Iuorio, 22 Curtiss Crescent, Maple, L6A 1Y4, be received.