

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 1, Report No. 21, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on April 24, 2006, was dealt with by approving:

That this matter be deferred to allow consultation with the Kleinburg Business Improvement Area (KBIA) and the Kleinburg Area Ratepayers Association (KARA).

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PHOTOGRAPHY PERMITS

(Proposed Amendments To Fees And Charges By-Law 396-2002 As Amended)

No one appeared either in support of or in opposition to this matter.

The Committee of the Whole recommends that the recommendation contained in the following report of the Commissioner of Community Services and Director of Recreation and Culture, dated March 6, 2006 be approved, as amended, at the Council meeting of March 20, 2006:

Council, at its meeting of March 20, 2006, adopted the following:

That the recommendation contained in the Photography Permits report of the Committee of the Whole meeting of March 6, 2006, be approved subject to the following amendments to the Terms and Conditions:

PROCESS: Kleinburg Scout House and Railway Station only:

- Multiple, non-exclusive permits will be processed during the peak wedding period (Saturdays from noon-6pm). A permit will grant access to the site within the complete time period (noon – 6pm) and the permit holder will have non-exclusive use on a first-come, first-served basis.
- Staff, scheduled during peak periods, will enforce the order of arrivals and allow access to those without a permit once the personal details are obtained (name and address) to process a permit the following business day.

FEES:

- The following fees apply per block at the Kleinburg Scout House and Railway Station and per hour for remaining sites:

Vaughan Residents: \$ 75.00 + GST
Non Residents: \$100.00 + GST

Report of the Commissioner of Community Services and the Director of Recreation and Culture dated March 6, 2006

Recommendation

The Commissioner of Community Services and the Director of Recreation and Culture, in consultation with the City Clerk and Manager of Licensing, recommend:

1. That the Department of Recreation and Culture be allowed to issue permits for commercial photography on all City of Vaughan owned property specifically at, but not limited to, the Kleinburg Scout House and Railway Station, the Thoreau MacDonald House and the Vellore Hall, School and Heritage Square, effective April 1, 2006 and subject to all associated terms and conditions; and,

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2. That a By-Law be enacted authorizing the Departments of Recreation and Culture, Parks, Building and Facilities and the Enforcement Services to administer and enforce the program within the terms and conditions outlined in this report; and,
3. That commercial photography permits be classified as a premium service category, the Department of Recreation and Culture's Three Year Fee Schedule be amended to include the applicable permit fees and that the Clerk's Department be directed to provide public notice of an amendment to the Fees and Services By-Law, 396-2002 for the proposed inclusion as outlined in this report.

Economic Impact

The economic impact to the 2006 operating budget will be approximately a net surplus of \$2,046 if permit targets are met.

Purpose

The purpose of this report is to present to Council the feasibility of implementing a photography permit system in Vaughan and to seek Council approval for the associated terms, conditions and permit fees.

Background - Analysis and Options

At the Committee of the Whole meeting of February 13, 2006, Council directed that staff prepare a report exploring the following:

- Establishing a permitting system for commercial photography at both Thoreau MacDonald House in Thornhill and the Scout House in Kleinburg,
- That the staff report include financial considerations for residents of Vaughan,
- That any funds generated from photography permits be applied towards maintenance and improvements at Thoreau MacDonald House and the Scout House,
- That staff investigate any photography permitting programs used by area municipalities, such as the permitted use of Edwards Gardens in the City of Toronto,
- That the permits be applied to commercial photography only, and
- That the projected start-up date be planned to provide sufficient time to incorporate the 2006 Spring/Summer/Fall sessions.

Additionally, in November 2004, Council adopted a report from Councillor Meffe requesting staff to report on the feasibility of issuing permits to photographers and/or individuals using City-owned properties.

To investigate the feasibility of implementing a photography permit system, staff reviewed systems used by surrounding municipalities. The findings, noted on Attachment 1, indicate that while most municipalities have formal processes in place some have no "official" system. For instance, the City of Markham issues permits for commercial photography only if the request is within their declared "permissible" sites such as parks.

Similar to Markham, it has been past practice for the Vaughan Department of Recreation and Culture to allow private/commercial users access to Vaughan facilities for the purposes of commercial photography on a limited basis and only for "permissible" sites such as parks and community centres. Frequently, however, staff receive requests for permits for commercial photography, and in particular wedding photos, for non-permissible sites such as the Kleinburg Scout House and Railway Station.

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This report expands the locations allowed for such permits, provides staff with the authority to control volume and compliance, ensures City premises and operations are protected and the normal use and enjoyment of residents is not unacceptably disrupted. Recognizing the popularity of these sites by photographers, having a formal process in place with predetermined conditions of use, the City of Vaughan can control the volume of traffic and recoup some of the added costs to maintain the sites.

Financial Impact:

Based on the number of queries the Department of Recreation and Culture has received regarding wedding photo permits, the fact that over 600 wedding licenses were issued by the Clerk's Department in 2005 the timing of the launch and promotion of the new system, it is anticipated that approximately 60 photography permits will be processed in 2006. Recognizing there will be start up costs to launch the program the following summarizes the anticipated financial impact in 2006:

Revenues:

60 permits @ \$84.11 each will yield approximately \$5,046 in revenues.

Expenses:

To control and manage issues that may evolve with the new system, particularly at the Kleinburg Scout House and Railway, a site that will be predictably popular, staff will be scheduled on Saturdays from 12 – 6pm and reviewed on an annual basis. The cost for May through August will be approximately \$2,000. Additionally there will be start up costs for promotions and signage that will total approximately \$1,000 for a total of \$3,000 in expenses.

Net:

The net surplus revenue in 2006 will be approximately \$2,046. As directed by Council, the net generated funds will be applied towards maintenance and improvements of the highly utilized locations.

City of Vaughan, Recreation and Culture's Commercial Photography System:

The City of Vaughan, Recreation and Culture system will utilize many of the terms and conditions applied by surrounding municipalities including the process, dates of operation, fees and the guidelines to ensure conflicts are avoided and the use is safe and enjoyable.

The complete City of Vaughan, Department of Recreation and Culture's Commercial Photography System is found on Attachment 2. Extracts are highlighted below:

PROCESS:

- Permits are issued once the location has been determined to be feasible and not disruptive to the public's enjoyment of such facility. For example, the Kleinburg Scout House and Railway Station, the Thoreau MacDonald House, the Vellore Hall, School and Heritage Square, most heritage buildings, many parks and the Japanese Garden at City Hall to name a few.
- Users are given the emergency dispatch number to contact should a conflict arise and advised to bring permit on site.
- Sites designated suitable will be adequately signed to advise that permits are required to control conflicts. Staff may be scheduled during peak times and locations to respond as needed.

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- Enforcement Services, Parks and/or Building and Facilities staff receive pertinent permit details to monitor compliance.

HOURS AND DATES OF OPERATION:

- Permits are issued year round provided access to the requested facility is unrestricted and remains open year-round.

FEES:

- Permits are issued for one hour and the following rates apply:
 - \$84.11 for Prime Time (Fridays through Sundays and Holidays)
 - \$60.75 for remaining times.

TERMS:

- In addition to the terms and conditions listed herein, the applicant shall abide by all Recreation and Culture Rental Contract Conditions & Regulations found on the back of the permit and those outlined in the By-law.
- Users are advised that the site must be kept clean and that all private vehicles parking must be within designated areas.

CONDITIONS OF USE:

- All vehicles are to be parked in designated areas only.
- All photography must be conducted without disruption to site operations or limitations to accessibility of stairwells, entrances/exits, high traffic areas and other locations of interest to other guests.
- The photo session must not interfere with other visitors' enjoyment of the parks, heritage and public sites.
- To ensure the preservation of City of Vaughan photography sites, use of the following items are not permitted:
 - confetti, rice, or glitter
 - any other items that the City deems a hazard to the preservation of City of Vaughan photography sites or visitors.

Promotions:

The promotional material that will be used to convey the opportunity to private photographers and private residents are also provided below for Council's information:

- Immediate: Promotional Postcards, Attachment 3, will be mailed to local photographers and made available to the Clerks Department to distribute when issuing wedding licenses; press release will be issued announcing the opportunity; postcards will be placed on the web;
- Future: Notice in the Department of Recreation and Culture's Recreation and Parks Guides will be added and a promotional DVD with photos etc will be placed on the web.

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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.

As identified in the Vaughan Vision 2007, it is a strategic priority to promote economic development, expand revenue sources and to pursue innovation. The approval and implementation of the Recreation and Culture Commercial Photography System will effectively complement these strategies.

Conclusion

The Recreation and Culture Commercial Photography System and the Three Year Fee Schedule will provide staff with an organized structure within which to plan and govern this premium service.

Overall, the system will provide expanded permitting opportunities within a predetermined and well-managed system that will ensure the public is not unduly impacted upon while increasing revenues for the use of city facilities.

Attachments

1. Recreation and Culture Photography System: Survey of Area Municipalities
2. City of Vaughan, Department of Recreation and Culture's Commercial Photography System
3. Commercial Photography System's Promotional Postcard

Report Prepared By

Diane LaPointe-Kay, Director, Recreation and Culture, ext 8117
Mary Reali, Administrative and Planning Manager, ext 8234

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

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Item 2, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

**2 CONTRACT AWARD - RFP06-008 CONSULTING SERVICES AND SOFTWARE
(PROVISIONAL) FOR BUSINESS IMPACT ANALYSIS REPORT FOR
THE CITY OF VAUGHAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and Acting Fire Chief, dated April 18, 2006:

Recommendation

The City Manager and Acting Fire Chief, in consultation with the Director of Purchasing Services, and the Director of Reserves recommends:

1. That Contract RFP06-008 Consulting Services and Software (Provisional) for Business Impact Analysis Report for the City of Vaughan be awarded to eBRP Solutions Network Inc for the consulting services portion at an estimated contract value of \$58,208.00 (including applicable taxes), and;
2. That the Manager of Emergency Planning be directed to include the cost of the software at an estimated value of \$74,170 plus \$13,000 contingency for possible price increases for consideration during the 2007 Capital Budget deliberations, and
3. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The necessary resources have been allocated and approved for the Business Impact Analysis Component of the project. This is a Capital Project (42-0-05, Emergency Planning Business Continuity Planning Consultant) with funding of \$61,800.00.

Purpose

To award the contract in response to RFP06-008 Consulting Services and Software (Provisional) for Business Impact Analysis Report for the City of Vaughan.

Background - Analysis and Options

The Emergency Planning Program is responsible for implementation and maintenance of the elements of an emergency management program as prescribed by the Emergency Management Act and its regulations, that prevent, mitigate, prepare for, respond to and recover from emergency situations that can impact the community.

Business Continuity Planning is a parallel process with emergency planning. It is a component of mitigation, preparedness, response and recovery procedures and activities. During declared emergencies or significant events that City personnel are managing, there is a need for key business functions to continue separate from the situation. The purpose of Business Continuity Planning is to ensure the continuation or restoration of key business functions of the City.

The Business Impact Analysis (BIA) forms the basis of Business Continuity Planning. The BIA identifies the level of criticality of the various business functions undertaken by the City under pre-established conditions and utilizes specific criteria of impacts. The BIA will identify criticality of functions as defined as;

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- Mission Critical – must continue without disruption and/or restored within 8 hours of onset
- Critical – must be re-established within 9 to 72 hours of the onset
- Essential – must be re-established within 73 to 168 hours (1 week) of the onset
- Non-Essential – those functions that will not have an irreparable impact on business operations should services not be re-established beyond 168 hours (1 week).

The Business Impact Analysis measures the impacts on our operational functions utilizing scenarios of natural, human-caused and technological emergencies; loss of facility and/or equipment and vehicles; work disruption (strike, illness); and prolonged supply chain disruption. The BIA further measures the impacts that business functions have on life safety, health and well-being, property, environment, economic stability, customer service, municipal operations and potential for legal action against the municipality in the event continuity of service is impaired.

The information collected through the BIA will be used by all City governance and business units to generate and maintain Business Continuity Plans for the individual departments and the corporation as a whole.

BUSINESS IMPACT ANALYSIS – CONSULTING SERVICES

The project involves interviewing Members of Council and management staff in each department to identify services delivered and the level of criticality for these services, analyzing data collected, developing a risk profile for each business/governance unit, developing a recovery time matrix for each business/governance unit, compiling the analyzed data into a report, and providing recommendations on Business Continuity policies, procedures and strategies.

The proposal was developed by the Emergency Planning Program in consultation with the Purchasing Services and Information & Technology Management to ensure that corporate policies and standards are met.

A Request for Proposal (RFP06-008) was issued on February 1, 2006 and was advertised on the ETN (BidNavigator) and Ontario Public Buyers Association website. RFP documents were issued to eight proponents. At the closing date of February 17, 2006, the following two proposals were declared compliant as per the Terms of the RFP and considered for evaluation:

- eBRP Solutions Network Inc. Mississauga, Ontario consulting services \$58,208.00 including applicable taxes and software (provisional) \$74,170.00;
- Infostream Technologies Inc, Richmond Hill, Ontario consulting services \$106,679 including applicable taxes no bid was supplied for software (provisional) component;

An evaluation meeting was held with the review committee comprised of Staff from Emergency Planning, Public Works, Human Resources, Reserves and Investment and Information and Technology Management with staff from Purchasing Services and Information and Technology Management providing advice. The 2 proposals were evaluated based on company experience, project manager and project team experience, understanding of project requirements and allocation of resources, software and pricing. The evaluation committee by consensus, ranked the 2 proposals and short listed the highest ranked proposal.

Pursuant to the RFP requirements, the proposal from eBRP Solutions Network Inc. was further reviewed through a Presentation and Demonstration Stage of evaluation. This phase of the overall proposal evaluation process requires the short listed proponents to demonstrate their software from an end-user perspective, provide an overview of the BIA methodology, provide samples of interview documents, identify how the company's processes engage and create buy-in from key stakeholders and provide an summary of their company's own Business Continuity Plan.

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Upon completing the Presentation and Demonstration Stage, a subsequent evaluation meeting was held with the review committee that confirmed eBRP Solutions Network Inc.'s proposal as having the highest evaluation. The evaluation scoring reflects the consultant's ability to address the requirements and objectives of the RFP's Terms and Conditions.

The necessary financial provisions in the Emergency Planning Program Capital Budget have been previously established and approved by Council.

SOFTWARE (PROVISIONAL) COMPONENT

The provisional component of the project is for an enterprise-wide software solution to facilitate the collection and management of the BIA data. The software is to integrate seamlessly with the City's network, be easy to use and adhere to the City's warranty requirements.

Both proponents addressed the Software (Provisional) Component of RFP 06-008. Through the evaluation process, the proposal from eBRP Solutions Network Inc. received the highest evaluation. The eBRP software solution, "eBRP Toolkit" reflects the ability of the proponent to address the RFP's software (provisional) requirements.

The value of the Software (provisional) component of the RFP exceeds current Capital Project funds. eBRP Solutions Network Inc. utilizes their Toolkit Software in their methodology for performing the Business Impact Analysis. eBRP will host all data collected during the term of the project through a web-based system and provide the City with the data in an electronic format at the termination of the project.

It is recommended that purchase of the software be deferred to the 2007 Capital Budget deliberations. During the term of the project, City personnel will have the opportunity to use and evaluate the software for applications beyond emergency management and business continuity.

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 for the Business Impact Analysis Component.

Service Delivery Excellence

The Business Impact Analysis is a component achieving our Corporate Objectives (Priority A), develop and implement an Emergency Management Program to comply with the Emergency Management Act.

Conclusion

Requests for Proposal RFP06-008 Consulting Services and Software (Provisional) for Business Impact Analysis Report for the City of Vaughan have been received and evaluated by City of Vaughan stakeholder departments in an effort to reach consensus in the selection process.

The proposal from eBRP Solutions Network Inc. at a value of \$58,208.00 (applicable taxes included), received the highest evaluation score and is qualified and compliant. It is recommended by Staff that this proposal be accepted.

The cost of the software at an estimated value of \$74,170 plus \$13,000 contingency for possible price increases be included in the Emergency Planning Capital Budget for consideration during the 2007 Capital Budget deliberations.

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The necessary provisions in the Emergency Planning Program budget have been made and approved by Council for the Consulting Services to Perform a Business Impact Analysis.

Attachments

None

Report prepared by:

Sharon Walker, Manager of Emergency Planning,
Extension. 8301

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Item 3, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

3

AWARD OF TENDER T06-055
SUPPLY AND DELIVERY OF VARIOUS PICKUP TRUCKS AND CARGO VANS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 18, 2006:

Recommendation

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

1. That Part "A" of Tender T06- 055 for the supply and delivery of seven midsize pickup trucks is awarded to Menzies Chrysler Dodge Ltd, for a total price of \$151,106.55, Project numbers 5060-0-06 and 5062-0-06, and;
2. That Part "B" of Tender T06-055 for the supply and delivery of two crew cab pickup trucks is awarded to Milton Chrysler Dodge Ltd, for a total price of \$60,835.00, Project number 5063-0-06, and;
3. That Part "C" of Tender T06-055 for the supply and delivery of two ¾ ton cargo vans is awarded to City Buick Pontiac Cadillac GMC Ltd, for a total cost of \$54,698.60. Project numbers 5059-0-06 and 5064-0-06, and;
4. That Part "D" of Tender T06-055 for the supply and delivery of one ½ ton cargo van is awarded to City Buick Pontiac Cadillac GMC Ltd, for a total cost of \$25,488.60. Project number 5061-0-06, and;
5. That Part "E" of Tender T06-055 for the supply and delivery of one 1 ton cargo van is awarded to Donway Ford Sales, for a total price of \$27,805.85. Project number 5059-0-06, and;
6. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Projects 5059, 5060, 5061, 5063 and 5064 were approved in the 2006 capital budget and funded from the Fleet Reserve and project 5062 was also approved in 2006, and funded from Development Charges.

Purpose

To award tender T06-055 for the supply and delivery of various pickup trucks and cargo vans.

Background – Analysis and Options

Council approved funds to purchase various vehicles as part of the ongoing equipment program. Funds were approved in 2006 as part of the capital budget, funded from the fleet reserve and development Charges.

This tender was advertised in the Liberal and the Electronic Tendering Network (ETN). Tenders were closed and were publicly opened on Friday March 24, 2006. Twenty-four (24) bid documents were issued and fifteen (15) bids were received.

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The result of the bids including G.S.T and P.S.T are as follows:

	<u>Supplier</u>	<u>Bid</u>
<u>Part A</u>		
1.	Menzies Chrysler	\$151,106.55
2.	Performance Chrysler Dodge Jeep	\$151,299.75
3.	Maclver Dodge Ltd.	\$151,710.30
4.	Milton Chrysler Dodge Ltd.	\$151,742.50
5.	Davidson Chrysler Dodge Inc.	\$156,596.65
6.	Roy Foss Chevrolet	\$166,490.10
7.	Addison On Dundas Ltd.	\$167,005.30
8.	Unionville Motors Ltd.	\$170,257.50
9.	Bramview Ford Inc.	\$195,333.25
10.	City Pontiac Buick Cadillac GMC Ltd.	\$204,284.85
<u>Part B</u>		
1.	Milton Chrysler Dodge Ltd.	\$60,835.00
2.	Yonge-Steeles Ford Lincoln	\$61,573.30
3.	Davidson Chrysler Dodge Inc.	\$61,764.20
4.	Performance Chrysler Dodge Jeep	\$62,990.10
5.	Maclver Dodge Ltd.	\$63,033.80
6.	Menzies Chrysler Dodge	\$63,367.30
7.	Bramview Ford Inc.	\$65,616.70
8.	Pine Tree Ford Lincoln	\$66,051.40
9.	Donway Ford Sales	\$66,414.80
10.	City Buick Pontiac Cadillac GMC Ltd.	\$68,252.50
11.	Roy Foss Chevrolet	\$68,282.40
12.	Unionville Motors Ltd.	\$68,326.10
13.	Parkway Ford (1996) Ltd.	\$69,236.90
14.	Addison On Dundas Ltd.	\$72,286.36
<u>Part C</u>		
1.	City Buick Pontiac Cadillac GMC Ltd.	\$54,698.60
2.	Addison On Dundas Ltd.	\$55,512.80
3.	Roy Foss Chevrolet	\$55,512.80
4.	Yonge-Steeles Ford Lincoln	\$55,595.60
5.	Unionville Motors Ltd.	\$56,060.20
6.	Bramview Ford Inc.	\$56,616.80
7.	Donway Ford Sales	\$57,566.70
8.	Pine Tree Ford Lincoln	\$58,169.97
9.	Parkway Ford (1996) Ltd.	\$61,405.40
10.	Davidson Chrysler Dodge Inc.	\$98,157.10
<u>Part D</u>		
1.	City Buick Pontiac Cadillac GMC Ltd.	\$25,488.60
2.	Addison On Dundas Ltd.	\$25,603.60
3.	Roy Foss Chevrolet	\$25,603.60
4.	Unionville Motors Ltd.	\$25,871.55
5.	Yonge-Steeles Ford Lincoln	\$26,820.30
6.	Bramview Ford Inc.	\$27,330.90
7.	Parkway Ford (1996) Ltd.	\$27,541.35
8.	Pine Tree Ford Lincoln	\$28,064.35
9.	Donway Ford Sales	\$31,307.60
10.	Davidson Chrysler Dodge Inc.	\$49,193.55

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Part E

1.	Donway Ford Sales	\$27,805.85
2.	City Buick Pontiac Cadillac GMC Ltd.	\$28,647.65
3.	Yonge-Steeles Ford Lincoln	\$29,678.05
4.	Addison On Dundas Ltd.	\$29,910.35
5.	Roy Foss Chevrolet	\$30,163.35
6.	Unionville Motors Ltd.	\$30,360.00
7.	Bramview Ford Inc.	\$30,460.05
8.	Parkway Ford (1996) Ltd.	\$31,779.10
9.	Pine Tree Ford Lincoln	\$32,002.82

Relationship to Vaughan Vision 2007

This report is in keeping with Vaughan Vision 2007 as it strives to ensure that the municipality operations are undertaken in a responsible manner.

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

Conclusion

Staff has reviewed the submissions and based on the tender results, and the ability of the manufacturers to supply the required vehicles, it is recommended that the tender be awarded to low bidders as noted in the recommendations.

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

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Maintenance Supervisor, ext. 6141

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Item 4, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

4 **VAUGHAN CULTURAL INTERPRETIVE CENTRE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 18, 2006:

Recommendation

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

1. That Council approve the "Vaughan Cultural Interpretive Centre Collection & Operational Policy"; and,
2. That Council approve the "Terms of Reference" and the development of the Vaughan Cultural Interpretive Centre Steering Committee; and,
3. That staff be directed to commence the recruitment process for the Vaughan Cultural Interpretive Centre Steering Committee.

Economic Impact

There will be yearly operating costs required to sustain the Vaughan Cultural Interpretive Centre. A total sum of \$32,000 has been allocated in the 2006 operating budget to hire a part-time curator/technician, along with materials and supplies to support the Vaughan Cultural Interpretive Centre.

Purpose

The purpose of this report is to seek Council approval of the Vaughan Cultural Interpretive Centre Collection & Operational Guidelines; the approval of the establishment of a Vaughan Cultural Interpretive Centre Steering Committee; and to direct staff to initiate the recruitment process for the membership of the said Steering Committee.

Background - Analysis and Options

Council at its meeting of December 16, 2002 approved the establishment of a Vaughan Cultural Interpretive Centre at the City-owned Vellore Town Hall and further directed staff to develop operational policies for the Centre for review and approval by Council. The Vaughan Cultural Interpretive Centre was officially opened on October 30, 2003 and has been used for meetings and tours to local stakeholders and groups.

The Vellore Town Hall built in 1845 is an appropriate heritage site to house the Centre as it was the location of Vaughan's first municipal government office. The site has undergone extensive improvements over the years with a full restoration of the structure in 1991 and landscape revitalization in 2000. Interpretive history panels and displays were produced for the main hall of the building in 2003 and remain in the Hall for public viewing.

Staff have prepared a draft document as found in Attachment #1 that outlines the policies established for collection development, programs, research, volunteers and community outreach.

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Guiding Principles/Statement of Purpose of the Vaughan Cultural Interpretive Centre

The purpose for the Vaughan Cultural Interpretive Centre is found in the principle/concept that citizens should have access to and be able to experience their community's cultural heritage. The purpose of the Centre will be to collect, exhibit, interpret and preserve objects related to Vaughan's history from Prehistory times (First Nation's occupation) to its present contemporary cultural life. The acquisition of objects related to the community's culture and heritage will be a primary pursuit for the Centre. It will celebrate and reflect the history and culture of the Vaughan community, emphasizing its unique characteristics and diversity.

A second key role for the Centre and integral to its success, will be the participation of the community in its programs. A strong community development approach will be undertaken to involve the community in the programs and services of the Centre.

Operation of the Centre- Phase I & Phase II

The Vaughan Cultural Interpretive Centre will provide an excellent opportunity to enhance community life by preserving and making accessible Vaughan's cultural heritage to its residents. In its initial stage (Phase I), a part-time staff person will be hired to develop a "permanent" and "teaching" collection for the Centre. In its second phase of operation (Phase II), staff with the assistance of volunteers, will open the Centre for approximately 15-20 hours per week (2 half days during the week and a half day during the weekend). Staff, with the assistance of volunteers, will develop programs for the Centre that will be suitable to local school children and youth in accordance with the current Ontario School Curriculum. Interactive programs will be developed that interpret themes such as the civic history, communication methods over time, transportation, costume/dress, the World Wars and domestic life. Other activities such as tours and events will be offered for adults and families during the weekend operation. Additionally, future plans include the development of a heritage camp program for children and could serve an estimated 200 campers during the summer in its second phase of operation.

A total of \$32,000 has been allocated for the Centre in the 2006 Operating Budget. A part-time curator/staff person will be hired to initiate the first phase of development for the Centre and work with the community towards the delivery of programs for the Centre in the second phase. The implementation of many of the components proposed for the Centre program are planned over a two-phase process. It should be highlighted that the Centre will only embark on specific projects as funds and resources are available and if projects and initiatives are within the mandate of the Centre.

Collection & Operational Policy

The Ontario and Canadian Museum Associations along with the Ontario Ministry of Culture have established operating standards and guidelines for museums/interpretive Centres. A primary initiative for any interpretive Centre or museum is the development of a Collection & Operational Policy.

The Collection & Operational Policy for the Centre identifies what the interpretive Centre will collect, how it will be collected, how it will document, research and care for the collection, who will collect the objects and how will they be exhibited. Additionally, environmental control guidelines are defined to ensure the building is environmentally sound and maintenance programs are established and executed.

Program, Volunteer and Outreach Development

The program, volunteer and outreach policies for the Centre are regarded as key components to ensure not only the purpose for the Centre is being met, but that the Centre has engaged the

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local community in participating in the Centre's activities and events. It is integral to the Centre that it reaches a wide an audience as possible.

The Establishment of the Vaughan Cultural Interpretive Centre Steering Committee

Staff have reviewed various approaches to encourage community involvement and ownership for the Vaughan Cultural Interpretive Centre. Engaging the community is one of the best approaches to foster civic pride and support for the future growth of the Centre. In order to facilitate this approach, staff recommends the creation of the Vaughan Cultural Interpretive Centre Steering Committee. The mandate of the Steering Committee will be to provide input to staff and Council, on matters relating to the governance, development, sustainability and promotion of the Vaughan Cultural Interpretive Centre. The Steering Committee will also assist in the development of a collection and public programs for the Centre.

If approved, staff will initiate the recruitment process for community members to sit on the Steering Committee by approaching various historical societies, and other stakeholders to be represented on the Steering Committee as outlined in the "Terms of Reference" for Committee in Attachment #2.

Relationship to Vaughan Vision 2007

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

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

Conclusion

The purpose of the Vaughan Cultural Interpretive Centre will be to preserve, make accessible and exhibit the cultural heritage of the Vaughan community from the time of First Nations' settlement to the present day. It will communicate the story of the City of Vaughan and its predecessors (Township, Town, Village of Woodbridge, Police Village of Maple, Thornhill) through exhibits, displays and programs offered at the Centre. The establishment of the Collection and Operational Policy identifies the standards and guidelines for the Interpretive Centre. The establishment of the Centre Steering Committee will be beneficial to assist in the development of the Interpretive Centre at Vellore Town Hall and provide public input on the Centre's collection, program and services. Overall, as the City is rapidly changing and new residents are relocating to the community, the Centre will be integral in communicating and preserving the story of Vaughan past and present to future generations.

Attachment

1. Collection & Operational Policy
2. Terms of Reference for the Vaughan Cultural Interpretive Centre Steering Committee

Report Prepared By

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 5, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

5 FAMILY DAY CARE SERVICES OPERATION OF DAYCARE SPACE LOCATED IN THE GARNET A. WILLIAMS COMMUNITY CENTRE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 18, 2006:

Recommendation

The Commissioner of Community Services in consultation with the Director of Legal Services, the Director of Buildings and Facilities and the Director of Reserves and Investments recommends:

1. That a by-law be enacted authorizing the Mayor and Clerk to execute all documents required to terminate the Head Lease dated June 15, 1982 between the City of Vaughan as landlord and The Regional Municipality of York as tenant for the lease of the space located at Garnet A. Williams Community Centre, 501 Clark Avenue West, such termination to be effective on the date of the expiry of the Sublease Agreement, in a form satisfactory to the Commissioner of Community Services and the City Solicitor;
2. That a by-law be enacted authorizing the Mayor and Clerk to execute all documents required to assign the Sublease Agreement between The Regional Municipality of York as landlord and Family Day Care Services as tenant, for the daycare space located at Garnet A. Williams Community Centre, 501 Clark Avenue West, from The Regional Municipality of York to the City of Vaughan, in a form satisfactory to the Commissioner of Community Services and the City Solicitor, and;
3. That a reserve entitled "Garnet A. Williams Community Centre Reserve Fund" be approved for future maintenance and repair and that an associated by-law be enacted.

Economic Impact

There is no impact to the 2006 Operating Budget. Family Day Care Services occupies spaces at Garnet A. Williams Community Centre located at 501 Clark Avenue West and they will be providing rental income which will be deposited into a reserve fund for repairs and future renovations. The Region of York will contribute the amount of \$105,762.87 which will be utilized to establish the fund.

Purpose

The purpose of this report is to obtain Council approval to accept the lease agreement with the Family Day Care Services, terminate the Head Lease between the Region of York and the City of Vaughan and to establish a reserve fund to complete future repairs and maintenance.

Background - Analysis and Options

The Region of York entered into a lease with the City of Vaughan in June 15, 1982 for space within the Garnet A. Williams Community Centre located at 501 Clark Avenue West, Thornhill for the operation of a day nursery for a term of fifty (50 years) which expires on September 29, 2024. This agreement called for the repayment of capital monies spend by the City to construct the space to be used by the Region and these rental payments have been paid in full by the Region of York to the City of Vaughan.

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In 1996, the Region of York divested the daycare operations at Garnet A. Williams Community Centre located at 501 Clarke Avenue West and sublet these leased facilities to Family Day Care Services, with the approval of the City of Vaughan. Prior to 1996, the Region of York directly operated day care centres.

Family Day Care Service is a non-profit charitable organization operating programs in Toronto, York and Peel Region. Currently 95% of the families utilizing the services of Family Day Care Services are Vaughan residents. Family Day Care Services provides care for children 18 months to twelve years of age in addition they also pick up and drop off children to local schools as well as operating a kindergarten program for junior kindergarten and senior kindergarten children within the centre. They also have partnerships with the Ontario Early years that provide early learning programs for families and children 0 -5 years of age on Sunday to Friday. The program is attended by families from the area other than those in child care. Many of these families walk in with strollers and include nannies and grandparents. On Saturdays the Supervised Access program uses the facility to conduct a secure program for non-custodial parents who are allowed only supervised visits with their children as directed by court order. In the summer the York centre runs a group for 6 weeks for special needs children and their families twice a week.

In February 2005, negotiations between the City of Vaughan and Region of York staff were undertaken with a view to the Region of York removing itself from this lease arrangement and the City of Vaughan to take over the lease agreement directly with Family Day Care Services.

Staff met with Regional staff to discuss the issues related to the current maintenance of the occupied space within the building and any future capital repairs related to the space occupied by the Family Day Care Services.

The Region of York has maintained the reserve and as of November 30, 2005, the reserve balance for the City of Vaughan is \$211,525.74. The Region has agreed to and will forward to the City, an amount of \$105,762.87 (which is fifty percent of the reserve balance), plus \$28,674.00, for the costs incurred by the City of Vaughan, for renovations performed in Family Day Care Services at 501 Clarke Avenue West, and which the Region is obligated to pay, in accordance with the lease, for a total amount of \$134,436.87. The final payment will be calculated when the actual assignment date (contemplated for May 2006) is confirmed.

The City of Vaughan will establish a Garnet A. Williams Family Day Care Services Reserve Fund for the purpose of funding infrastructure, maintenance and repairs for the space utilized by the Family Day Care Services. The source of funding for this reserve will be the one-time net contribution by the Region of York and future facility rent revenue received from the Family Day Care Services as set out in their agreement. The funds in this reserve will be used to fund, as determined by the Buildings and Facilities Department, for any current or future repairs, renovations, monthly maintenance or capital improvements as it relates to the space utilized by the Family Day Care Services

Regional staff have advised that they have conducted discussions and are finalizing documentation with the Family Day Care Services regarding the assignment of the lease and once the assignment of the sublease has been transferred to the City of Vaughan, the Family Day Care Services will continue to pay the established rental rate of \$5.00 per square foot until the agreement expires in August 1st, 2007. Staff have also been advised by Family Day Care Services that they are currently in union negotiations and once completed would care to begin negotiations with the City of Vaughan for a new lease agreement commencing in the summer/fall of 2006.

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Relationship to Vaughan Vision 2007

This report is consistent with the priorities set out in Vaughan Vision 2007, 2.4.3. Strengthen the ongoing management of partnership agreements and is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

Family Day Care Services will continue to provide daycare services to the public during which the City of Vaughan will have a direct landlord relationship to this daycare located at Garnet A. Williams Community Centre.

Attachments

None

Report prepared by:

Jeff Peyton, Director of Buildings and Facilities, 6173
Lynne A. Bonneville, Administrative Manager, Ext. 8296

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EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 6, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

6 YORK REGION DISTRICT SCHOOL BOARD SHARED FIELD AGREEMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated April 18, 2006:

Recommendation

The Commissioner of Community Services in consultation with the Director of Parks and Forestry Operations and the Director of Legal Services recommends:

1. That Council approve the revised Joint Shared Use Agreement between the Corporation of the City of Vaughan and the York Region District School Board, and;
2. That a by-law be enacted authorizing the Mayor and Clerk to sign the necessary documents.

Economic Impact

There is minimal economic impact as the existing service standards are included in the Parks 2006 operating budget.

Purpose

The purpose of this report is to seek Council's authorization to execute a revised legal agreement between the York Region District School Board and the City of Vaughan.

Background - Analysis and Options

The City of Vaughan Recreation Department permits fields owned by the various school boards and in exchange for this, Parks and Forestry Operations, provides maintenance to the fields as specified in the existing agreement.

The present agreement for shared fields between the City of Vaughan and the York Region District School Board has been in existence since 1996. The agreement has not been updated since that time, however annual meetings and site visits with the YRDSB have taken place over the years to address new fields.

In schedule A, B and C of the 1996 Shared-Use Agreement, sites and responsibilities of each party are listed. The sites listed include the school, park and sports fields. The chart also includes the maintenance responsibility for; mowing, fertilization, aeration, weed control, overseeding, trimming, garbage pick-up, lining and dragging for each site.

The Agreement as written did not allow for flexibility for additional sites and with the turnover of YRDSB staff, annual site meetings were necessary to confirm the split of responsibilities for existing sites. Furthermore, the YRDSB's frequency of grass cutting is not at the COV approved frequency or level, therefore COV staff often cut the sites instead or in addition to the YRDSB staff.

In February 2006, the YRDSB requested the COV and all Municipalities in York Region enter into a new one-year pilot agreement prior to the issuance of the 2006 sports field permits. The board further advised that if the municipalities did not sign the agreement, they would proceed to permit the fields directly with the various user sport groups. The 1996 shared use agreement have been revised to include the following changes:

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- Municipalities cut and maintain their own sites, while the school board maintains their site.
- The York Region School Board will be responsible for capital projects including irrigation if funds are available for their sites.
- The York Region School Board will close the fields in consultation with the COV.
- The list of fields requested for permit be supplied 4 months earlier from the municipality to the YRDSB.
- Forty-eight hours notice is required for fertilization.

Although the budget impact is not significant, the timing of the new agreement left little time for negotiating with the board. So far, one municipality have signed and the others are in the process of reviewing the agreement with internal staff.

Staff in the Legal, Recreation and Parks and Forestry Operations Departments has discussed the agreement and the YRDSB have answered our questions. Parks staff will monitor the effectiveness of the agreement including expenditures for review with the YRDSB in the fall of 2006 to determine if the agreement as written should be extended or revised.

Relationship to Vaughan Vision 2007

In keeping with Vaughan Vision, the shared use agreement with the York Region District School Board will provide service excellence to Vaughan citizens through efficiencies and partnerships.

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

Conclusion

The execution of the agreement for one year between the Corporation of the City of Vaughan and the York Region District School Board will allow Vaughan's Sports Groups to continue to permit sports fields. The continued positive relationships established with our School Boards and Sports Field User Groups is important for the health and well being of our residents. The Parks and Forestry Operations Department recognizes that this is a pilot agreement for one year and will evaluate the effectiveness of the agreement prior to extending the agreement.

Attachments

None

Report prepared by:

Marjie Fraser, Director of Parks & Forestry Operations, Ext. 6137

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Item 7, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

7 ECONOMIC & TECHNOLOGY DEVELOPMENT ANNUAL REPORT 2005

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, dated April 18, 2006:

Recommendation

The Commissioner of Economic/Technology Development and Communications recommends

That this report be received as information only.

Economic Impact

There is no economic impact.

Purpose

To provide an analysis and summary report of Vaughan's economic conditions, development trends and the activities of the Economic & Technology Development Department (ETDD).

Background - Analysis and Options

The Economic & Technology Development Department's mandate includes attraction and retention of existing businesses, entrepreneurship development, tourism expansion and environmental business development. The Annual Report provides a summary of the Department's activities as well as an analysis of the economic conditions that will impact local businesses as they plan and prepare to meet the challenges of local and global competitiveness.

In 2005, the City experienced steady growth with industrial/commercial construction activity exceeding all other sectors than in previous years. ETDD recorded successful completions for 26 businesses with a total of 1.79 million square feet of space and employing over 1,600 people. New investments and relocations have dominated the overall activity for the Department.

Through the Vaughan Business Enterprise Centre, 24,000 clients were served and 3,000 confidential consultations provided. The fourth annual Bridge to Better Business Event drew over 200 business professionals.

The Tourism and Environment divisions also continued to develop in 2005. In consultation with key stakeholders and the Vaughan Tourism Advisory Committee, a Tourism Strategy was completed and work began in the latter part of 2005 to begin implementation of the directions. From the Environment division, the City participated in its second litter clean-up, the 20-Minute Makeover achieving phenomenal results with 8,500 participants. The City also launched the innovative Cash for Trash contest to increase public awareness of litter and providing residents with the opportunity to win cash or prizes for doing their parts in putting litter in its proper place.

Overall, 2005 was a very successful year for the City and the ETDD. The Annual Report serves as year-to-year reporting mechanism and a marketing and research tool for site selectors, realtors and investors. The Annual Report will be posted on the City's website. Hardcopies are also available and will be forwarded to industrial/commercial investors, federal, provincial and regional agencies.

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Relationship to Vaughan Vision 2007

The Annual Report meets Goal 6.4 of Vaughan Vision 2007 to create increase awareness of the City's leadership on key issues and celebrate our successes and achievements. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

The Annual Report documents the achievements of the Economic and Technology Development Department, but more importantly, it demonstrates to future investors the dynamic nature of our community.

Attachments

Annual Report 2005

Report prepared by:

Frank Miele, Commissioner of Economic/Technology Development and Communications

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

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Item 8, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

8 ASSUMPTION – BLOCK 17 EXTERNAL MUNICIPAL SERVICING WORKS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Municipal Servicing Agreement for Block 17 External, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 2.7 kilometers of external watermain, sanitary sewer, a stormwater management pond 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 infrastructure.

Purpose

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

Background - Analysis and Options

The Block 17 development is located south of Rutherford Road and west of Dufferin Street as shown on Attachment 1.

The Municipal Servicing Agreement was signed on July 19, 2002. The external municipal services in Block 17 were installed in May 2001.

All the documentation required by the Municipal Servicing Agreement for assumption have been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this development have been met.

Relationship to Vaughan Vision 2007

The assumption of the external municipal services associated with the development of Block 17 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.

Conclusion

It is therefore appropriate that the external municipal services for Block 17 be assumed and the municipal services letter of credit be released.

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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 9, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

9

THISTLE RIDGE DRIVE RAVINE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Community Services recommends:

That this report BE RECEIVED for information purposes.

Economic Impact

There are no immediate budgetary impacts resulting from the adoption of this report.

Purpose

This report has been prepared in response to Council's requests respecting issues raised by the residents in the Thistle Ridge Drive neighborhood pertaining to access and clean-up and removal of dead or fallen trees within the existing Jersey Creek ravine.

Background – Analysis and Options

Item 40, Report No. 51, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 14, 2004, recommended:

“That the deputation of Mr. Giuseppe Piacente, 56 Thistle Ridge Drive, Woodbridge, L4L 3K4, petition dated June 7, 2004, and photographs, be received and referred to staff to address the concerns raised with respect to the ravine, in consultation with TRCA; and

That staff review the development taking place between Helen Street and Pine Valley Drive off of Highway 7, and review opportunities for development to assist with the channelization of the stream; and

That staff review opportunities to close the access point to the ravine; and

That the deputation of Ms. Maria Colaiacovo, 55 Thistle Ridge Drive, Woodbridge, L4L 3K3, be received.”

Jersey Creek Ravine

Jersey Creek is a densely forested valley corridor and it is a main tributary of the Humber River. It flows in a southwesterly direction from the Weston Road and Langstaff area to Highway 407 west of Pine Valley Drive where it joins the main branch of the Humber River.

In consultation with the Toronto and Region Conservation Authority, Staff have determined that the channelization of Jersey Creek is not feasible due to the densely forested valley system. Access for equipment or machinery would not be possible without major disruption to the natural environmental features and vegetation within the valley.

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The Toronto and Region Conservation Authority requires that all dead or fallen trees are left undisturbed in order to preserve the natural environment. Fallen trees which obstruct the watercourse flow are removed by the City. However, tree stumps are left in place in order to minimize disruption to the remaining vegetation. The Public Works Department is responsible for the maintenance of all storm sewer outfalls to Jersey Creek located within the valley and for the general clean up of garbage and debris within the open space.

The three existing ravine access points of concern (from Tall Grass Trail, Thistle Ridge Drive and Helen Street) have been gated to restrict pedestrian access. Provisions to repair the fallen fence at the south limit of Helen Street east of Majesty Court are currently underway by Parks Operations & Forestry Staff.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to service delivery excellence as established by Vaughan Vision 2007, the recommendations of this report will assist in establishing and communicating service level standards that are affordable and sustainable.

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

Conclusion

The concerns raised by the residents in the Thistle Ridge Drive neighborhood pertaining to access and clean-up and removal of dead or fallen trees within the Jersey Creek ravine have been addressed by Staff.

Attachments

N/A

Report prepared by:

Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

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EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 10, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

10

LOW MAINTENANCE GROUND COVERS

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 Commissioner of Community Services, dated April 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works and the Commissioner of Community Services recommend:

That this report BE RECEIVED for information purposes.

Economic Impact

There are no immediate budgetary impacts resulting from the adoption of this report.

Purpose

This report has been prepared in response to Council's requests respecting;

- alternative, low maintenance ground covers that could be utilized throughout the City where grass is planted and play fields are not needed, and
- the effect of more timely maintenance of planted materials, to ensure that intentionally installed plants are not overtaken by those growing unintentionally, that is those that are by definition, weeds.

Background – Analysis and Options

Items 5 and 6, Report No. 68, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 12, 2004, recommended:

“That staff provide a report with respect to alternative, low maintenance ground covers that could be utilized throughout the City where grass is planted and play fields are not needed; and

That staff report as well, or alternatively, on the effect of more timely maintenance of planted materials, to ensure that intentionally installed plants are not overtaken by those growing unintentionally, that is those that are by definition, weeds; and

That such report addresses the cost of such enhanced and timely maintenance.”

Ground Cover Options

Three main categories or types of ground covers are available: sod, turf seed mixtures and naturalized seed mixtures. Ground covers are used to achieve any combination of the following results:

- Decrease or prevent soil erosion.
- Decrease water runoff.
- Promote infiltration and ground water recharge.
- Decrease soil temperature.

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- Decrease noise.
- Filter air pollutants.

Sod

Sod is a layer of soil bound by grass and plant roots into a thick mat. It is commercially available in rolled strips that are laid over an area of exposed soil. Sod stabilizes the area by immediately covering the surface with vegetation and enabling storm water to infiltrate into the ground.

Laying sod is considered a Best Management Practice (BMP) according to the Ministry of Environment's Stormwater Management Design Guidelines. Sodding is appropriate for any graded or cleared area that might erode and where a permanent, long-lived plant cover is needed immediately. It can be a temporary or permanent BMP. The primary advantages of sod are as follows:

- Provides immediate dense vegetative cover and erosion control.
- Provides more stabilizing protection than seeding (turf seed or naturalized seed).
- Generates less weed growth than seeded vegetation does.
- Can be available for site activities (open to foot traffic) within a shorter time than seeded vegetation.
- Can be placed throughout the majority of the year as long as water is available and moisture conditions in the soil are favorable (where frozen ground conditions are not present).

Some limitations to sod include:

- The cost of sod and the associated labour to place it is considerably higher than that of seeding.
- The high initial maintenance cost due to watering requirements.
- The inability of newly placed sod to withstand drought conditions.

Turf Seed Mixtures

Turf seed mixtures produce turf grasses which are usually perennial ground cover plants that are adapted to regular mowing and traffic through intense management practices. Turf seed mixtures can be applied using any one of the following three application methods:

- Hydro Seeding – A specified seed, fertilizer and mulch mixture is applied simultaneously in a water slurry through a truck mounted hydraulic seeder/mulcher.
- Mechanical Seeding – A 'Brillion' mechanical seeder accurately deposits seeds at a specified depth and rate, and restores ground in a single operation.
- Aero Seeding – A process that uses composted topsoil that is injected with a seed mixture in a Blower Truck, then literally "blown" onto the areas designated for the establishment of turf. This process allows for the use of any type of seed mixture and install precise depths of soil as required.

Naturalized Seed Mixtures

Naturalized seed mixtures can produce a wide variety of ground covers including, annuals, perennials, tree and shrub seedlings and wetland specific (riparian zone) plants. Over the past few years, wildflowers and native grasses have been introduced into the urban landscape as important contributors to the naturalization of open space lands, stormwater management ponds and channel diversion projects. These types of ground covers not only add an aesthetic quality to the community landscape but also provide important habitat for indigenous wildlife and birds, and

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shade the soil which reduces the need for irrigation. They also reduce many of the costs associated with grass maintenance.

A naturalized landscape environment is an important component in creating future sustainable communities in Vaughan, that simultaneously integrates the values of natural environment, healthy communities and economic vitality – the cornerstones of sustainable development.

City Design Standards

In considering ground cover requirements throughout newly developed areas of the City, three main areas or types of facilities must be considered.

1. Active Sports Activity Areas
2. Passive Park and Open Space Areas
3. Stormwater Management Pond Areas

Current City practice utilizes all three types of ground cover options. Parks and Open Spaces are assessed on a site specific basis and the most appropriate type of ground cover is selected for implementation. Sports facilities, high activity nodes and drainage swales are typically sodded. Low lying moist areas and transitions to woodlots or stormwater management ponds are typically seed with a turf or naturalization seed mix.

Stormwater management ponds have a 3.0 meter wide mow strip along their perimeters and a 1.0 meter wide mow strip along each side of a pathway. Generally, planting strategies within stormwater management facilities provide for shading, aesthetics, slope stability, safety and enhanced storm run-off pollutant removal by providing filtration of storm run-off and nutrient uptake. Naturalized native species should be used where possible to further mitigate potential environmental impacts.

A “low mow” seed mixture (categorized as a Naturalized Seed Mixture above), are grasses that have been specially developed and tested to support the claims of:

- Less mowing, because there is less vertical growth.
- Less fertilization needed because fescues require less nitrogen.
- Less watering because fescue grasses have lower rates of trans-evaporation than conventional turf grasses.
- Less maintenance, because low mow grasses perform better in less fertile soils than conventional turf.

In tests, low mow turf has exhibited a rate of vertical growth during rapid growth conditions 46% less than widely used conventional turf.

City Maintenance Program

After the assumption of stormwater management ponds by the City, the Parks Operations & Forestry Department:

- Cut the 3.0 meter mow strip at the top of the slope along the fence line 3 times per season.
- Remove dead shrubs and trees and restore accordingly.
- Remove debris 3-4 times per year.

In order to minimize weed growth in seeded areas the planted environment must allow the naturalized area to establish (take root and intensify) as soon as possible. This is the best course of action to avoid potential weed intrusion within the seeded areas.

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Prior to final inspection by the Parks and Forestry section, the Developer is responsible for the establishment of the naturalized seed mixture. This often means a 2-3 year program of regular cutting and/or manual removal of undesirable weeds and material in combination with replacements.

Once assumed, the City's maintenance program is implemented as described above. Increasing the level of service would impact on both capital and operating expenses.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to service delivery excellence as established by Vaughan Vision 2007, the recommendations of this report will assist in establishing and communicating service level standards that are affordable and sustainable.

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

Conclusion

Naturalized, low mow seed mixtures presently used are the most appropriate form of ground cover for stormwater management ponds, while sod is the most versatile ground cover for sports fields and high foot traffic areas.

Current City criteria relating to ground cover planting requirements within the various water level areas of stormwater management facilities conform to Ministry of Environment and Toronto and Region Conservation Authority guidelines and regulations.

The ground cover design options and maintenance practices discussed herein are typically accepted as industry standard given the natural environmental conditions within York Region and surrounding areas.

Attachments

N/A

Report prepared by

Paul Gardner, Director of Parks Development, Ext. 3209

Marjie Fraser, Director of Parks and Forestry, Ext. 6137

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

Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

Rob Bayley, Senior Urban Designer, Ext. 8254

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Item 11, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

11 PROCLAMATION - 2006 NATIONAL PUBLIC WORKS WEEK AND KICK-OFF EVENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

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

1. Council proclaim the week of May 21-27, 2006, as "Public Works Week" in the City of Vaughan; and
2. Council adopt the following resolution:

WHEREAS Public Works services provided in our community are an integral part of our citizen's everyday lives; and

WHEREAS the support of an understanding and informed citizenry is vital to the efficient operation of public works systems and programs such as water, sewers, street, and solid waste collection; and,

WHEREAS the health, safety and comfort of this community greatly depends on these facilities and services; and

WHEREAS the quality and effectiveness of these facilities, as well as their planning, design, construction, and maintenance is vitally dependant upon the efforts and skill of Public Works officials and staff; and

WHEREAS the efficiency of qualified and dedicated personnel who staff the Public Works Department is influenced by people's attitude and understanding of the importance of the work they perform,

NOW THEREFORE BE IT RESOLVED THAT Council proclaim the week of May 21-27, 2006 as "Public Works Week" in the City of Vaughan, and request that all citizens and elected officials recognize the contributions which Public Works make every day to our health, safety, comfort, and quality of life in the community.

Economic Impact

The cost for Parks and Forestry staff for this event are estimated to be approximately \$1,000, however, the Parks and Forestry Department will make every effort to absorb this cost in their approved 2006 Operating Budget. There is no economic impact on the Public Works portion of the 2006 Operating Budget as the necessary resources have been allocated and approved.

Purpose

To request that Council proclaim May 21-27, 2006 as "National Public Works Week" in the City of Vaughan, and present an overview of the 2006 National Public Works Week Event to be held at the Joint Operations Centre on Saturday, May 27, 2006.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 11, CW Report No. 21 – Page 2

Background - Analysis and Options

Since 1960, the American Public Works Association has sponsored National Public Works Week.

The purpose of National Public Works Week is to celebrate the hard work and dedication of the many public works professionals. For 2006, Public Works Week is the week of May 21-27. The theme for this year is "The Heart of Every Community", and is meant to reflect the all-pervasive nature of Public Works in the community.

Traditionally, the City's Public Works Department has participated in the 'York Region Area Municipalities Challenge', where area municipalities challenge each other in Municipal Works equipment operating contests. As part of the event, the Mayors of the area municipalities also compete against each other, driving plough trucks and other equipment through an obstacle course. The City will also hold its annual Public Works barbeque at the JOC for all Public Works, Engineering and Parks and Forestry employees.

Staff thought it would again be beneficial to provide a more public forum to educate, and get feedback from, residents about roads, water, and specifically the City's Greening Vaughan waste management initiatives. As such, on Saturday May 27, 2006, the Public Works Department will host a Public Works Week Event at the Joint Operations Centre located at 2800 Rutherford Rd. This event will be held at the northeast employee parking lot (rain or shine) from 10:00 a.m. to 3:00 p.m. This event is intended to enhance the public's understanding of various practices and initiatives undertaken by the Public Works Department.

Last year, the Public Works Department invited the participation of other City departments that engage in related activities. As such, the Parks & Forestry Department joined with Public Works and hosted their "Mulch Give-away Day" at the same time. For 2006, Parks & Forestry has indicated that they are willing to host another mulch give-away day at this event and will make every effort to absorb the estimated overtime costs of \$1,000 in their approved 2006 Operating Budget.

The event itself will be somewhat multi-faceted, and as a result, has the potential to draw a number of people. The event includes:

- A reuse event, whereby residents will be encouraged to donate their gently used items to a charitable organization (Goodwill)
- The Region's Household Hazardous Waste facility will be open to accept materials.
- The promotion of Kraft Paper Bags (City of Vaughan and Region of York)
- The sale of Blue Boxes at \$6.00/each (City of Vaughan – Public Works)
- The sale of Backyard Composters \$17.00 (City of Vaughan – Public Works)
- The promotion of "Greening Vaughan", as well as other waste management initiatives (City of Vaughan – Public Works)
- Displays about Water Quality & Roads Maintenance (City of Vaughan – Public Works)
- The Mulch Give-Away (City of Vaughan – Parks & Forestry Department, pending Council's approval of the overtime funds)

Although there will be some costs to advertise and host this event, it is anticipated that some of the costs will be shared between Public Works and the Region.

Last year, the Public Works Day was very well attended. As such, it is important to build on last year's successes, and use this as another opportunity to promote not only the Public Works Week theme, but also promote the City's Greening Vaughan program as well.

In addition to the above, staff are also looking at opportunities to promote Public Works Week in other public forums, such as having a display set up in a retail mall. This would provide an opportunity for promoting the Greening Vaughan initiative as well.

CITY OF VAUGHAN

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Item 11, CW Report No. 21 – Page 3

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, and complies with Vaughan Vision A-3 “Safeguard Our Environment” and D-4 “Communicate Effectively”.

Conclusion

The 2006 National Public Works Week Kick-Off event provides a venue by which the City can inform, educate, and in some cases, give back to the public, initiatives borne by public works departments..

Attachments

None

Report prepared by:

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 12, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

**12 MEDALLION BOULEVARD AND MORNING STAR DRIVE
WITH RESPECT TO DEPUTATION FROM THE
WEST WOODBRIDGE HOMEOWNERS ASSOCIATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That additional stop control signs be installed on Medallion Boulevard at Morning Star Drive;
2. That staff monitor the effectiveness of the additional stop signs and report on the findings after a six month period; and
3. That the York Regional Police be requested to provide increased enforcement of the existing stop control signs on Medallion Boulevard at Morning Star Drive.

Economic Impact

The cost to install the stop signs would be an initial minor impact to the 2006 Operating Budget, and the cost to maintain the signs would be a future budget impact.

Purpose

To review the traffic issues at the intersection of Medallion Boulevard and Morning Star Drive as per deputation to Council by the President of the West Woodbridge Homeowners Association.

Background - Analysis and Options

At its meeting on November 28, 2005, under Item 26, Report No. 64 Council adopted the following recommendation:

“That staff meet with the area ratepayers association, the community and the Local Councillor to review opportunities for dealing with the traffic issues at the intersection at Medallion Boulevard and Morning Star Drive, and provide a report as soon as possible.”

Medallion Boulevard is a feeder road with a 23.0 metre right-of-way width. The existing speed limit on Medallion Boulevard is a statutory 50 km/h. This intersection is under existing all-way stop control. The area is shown on Attachment No. 1.

Staff contacted the President of the West Woodbridge Homeowners Association on February 27, 2006 to determine his concerns and an appropriate course of action. The concerns were non-compliance of the existing stop controls on Medallion Boulevard and excessive speeding on Medallion Boulevard west of Morning Star Drive. Staff were advised by the President of the West Woodbridge Homeowners Association that a meeting was not required and the deputation outlined the concerns. The Local Councillor has been provided the information and the above recommendation.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 12, CW Report No. 21 – Page 2

Staff conducted a stopping compliance study on Wednesday, March 8, 2006 at the subject intersection during peak travel periods. The study was conducted from 8:00am to 9:00am and 4:00pm to 5:00pm. On the day of the traffic study the weather was overcast and the roads were dry. The collected stopping observations are summarized below:

Time	Type of Entry	Number of Vehicles	Percentage of Vehicles
8:00-9:00am	Did Not Stop	10	2%
	Rolling Stop	228	46%
	Complete Stop	255	52%
	Total # of Vehicles	493	100%
4:00-5:00pm	Did Not Stop	25	7%
	Rolling Stop	148	42%
	Complete Stop	182	51%
	Total # of Vehicles	355	100%

The 'Did Not Stop' category is a disregard of the stop control signs while the 'Rolling Stop' category is a vehicle that slows down at the stop control but the vehicle at no time comes to a complete stop. The above results reflect the highest peak traffic hours at the intersection. There are existing painted stop bars at the intersection. There are no sight distance restrictions noted at this intersection. There were zero reported vehicle collisions in the past year at this intersection.

As a result of the study approximately 50% of the motorists stopped for the existing stop sign. Staff recommends the installation of additional stop control signs on Medallion Boulevard at the intersection with Morning Star Drive on the 'left-hand' side of the street, in both directions, for greater emphasis for drivers to complete a full stop at the intersection. Staff also recommend correspondence be sent to the York Regional Police to request increased enforcement of stopping compliance at the intersection.

Radar speed studies were conducted on Tuesday, February 28, 2006 from 8:00am to 9:00am and from 4:00pm to 5:00pm on Medallion Boulevard west of Morning Star Drive. On the day of the study, the weather was clear and the roads were dry. The following table summarizes the results of this investigation.

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED
February 28, 2006	8:00am – 9:00am	West of Morning Star Drive	Eastbound	42 km/h
			Westbound	43 km/h
February 28, 2006	4:00pm – 5:00pm	West of Morning Star Drive	Eastbound	43 km/h
			Westbound	41 km/h

The average speeds range from 41 to 43 km/h indicating a high level of compliance with the existing 50 km/h statutory speed limit on Medallion Boulevard. There were a total of 129 and 166 vehicles observed during the morning and afternoon periods, respectively.

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).

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

Based on staff's review, it is recommended that additional stop control signs be installed on Medallion Boulevard at Morning Star Drive and that correspondence be sent to the York Regional Police to request increased enforcement of the stopping compliance at this intersection.

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 APRIL 24, 2006

Item 13, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

13

**AWARD OF TENDER T06-048
SUPPLY OF MATERIAL AND SERVICES FOR PAVEMENT MARKING APPLICATIONS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

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

1. That Tender T06-048, for the supply of material and services for pavement marking applications be awarded to Mark-All Services Inc. in the amount of \$126,523.22, including G.S.T.; and
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Purpose

Council approval to award contract T06-048.

Economic Impact

The amount of the awarded contract of \$126,523.22 can be accommodated within the 2006 Pavement Marking Operating Budget. As development increases in the City and the cost of materials increase, this amount will be adjusted accordingly to meet these requirements within the Annual Operating Budgets.

Background – Analysis and Options

The work covered by this Tender requires the supply of material and services for pavement markings (longitudinal and transverse) on all City roadways. The tender was advertised in the Daily Commercial News, the Ontario Public Buyers Association (OPBA) and the Electronic Tendering Network (ETN), and closed on March 27, 2006. A total of 4 documents were picked up from the Purchasing Services Department. Three bids were received. The following are the results of the tender bids.

<u>Contractor</u>	<u>Total Bid Amount (including G.S.T.)</u>
Mark-All Services Inc.	\$126,523.22
K.D.N. Pavement Markings Ltd.	\$137,923.53
Woodbine Pavement Markings Limited	\$147,767.00

The low bidder, Mark-All Services Inc., is a first time low bidder for this tender. Staff contacted the references provided, and has deemed that Mark-All Services Inc. is capable of successfully completing this work. Sufficient funds in the amount of \$200,000.00 are allocated in the Engineering Department's approved 2006 Operating Budget, Account No. (2004010.7331).

Relationship to Vaughan Vision 2007

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 13, CW Report No. 21 – 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 recommended that Tender T06-048 for pavement marking applications be awarded to Mark-All Services Inc.

Attachments

Not Applicable.

Report prepared by

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

:MR

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 14, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

14 STORMWATER MANAGEMENT POND INVENTORY AND FENCING

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report BE RECEIVED for information purposes.

Economic Impact

There are no immediate budgetary impacts resulting from the adoption of this report.

Purpose

This report has been prepared in response to Council's requests respecting;

- the compilation of a list of all stormwater management ponds throughout the City, and
- the feasibility of installing a fence surrounding the existing Rutherford Road and Weston Road stormwater management pond.

Background – Analysis and Options

Item 8, Report No. 87, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 6, 2004, recommended:

“That staff provide a list of all SWM Ponds; and

That a fence for the Rutherford Road and Weston Road SWM Pond be reviewed.”

Inventory of Stormwater Management Ponds

A list of the stormwater management ponds that are assumed in the City of Vaughan is identified in Attachment No. 1. There are currently 70 ponds in total. It is anticipated that approximately 25 ponds will be added to the inventory within the next five years.

Stormwater Management Pond Design Criteria

Stormwater management ponds are generally designed to encourage safe public access and are integrated as much as possible into the natural environment and trail systems. Current City criteria requires that stormwater management facilities have a curvilinear and natural configuration with varying side slopes between 3:1 and 7:1 with an average of 5:1. It is typical that side slopes steeper than 5:1 will require a 1.5 metre high fence to be installed around the perimeter of this area. Should the slopes be less than 5:1, fencing is usually not mandatory.

In addition, in accordance with the most recent City design criteria and standards, perimeter fencing is required along the property lines of residential, commercial and industrial or institutional lands where they abut a stormwater management facility block.

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EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 14, CW Report No. 21 – Page 2

Warning signs in accordance with Standard Drawing No. K-6 as identified in Attachment No. 2 are required near pedestrian traffic routes or walkways located near the perimeter of a stormwater management facility. The number and placement of the warning signs varies depending on the size of the pond and its general layout.

As part of the 2006 Capital Budget Program, the Development/Transportation Engineering Department will undertake a Stormwater Management Criteria Study. This will include a review and update of the City's stormwater management design criteria and ensure compliance with all current MOE, MNR and DFO requirements.

Rutherford Road and Weston Road Stormwater Management Pond

The existing stormwater management pond at the northwest corner of Rutherford Road and Weston Road was constructed as part of the Phase 1 development of the Vellore Village plan of subdivision described by 19T-89024. It services a large drainage area within Block 39 and is tributary to Black Creek. Refer to Attachment No. 3.

Given the size of this existing facility, provisions have been made with the developer to install additional warning signs (in accordance with Standard Drawing No. K-6) along the ponds perimeter to Fossil Hill Road, Rutherford Road and the existing commercial plaza immediately east of the pond. The locations of the required additional warning signs are identified on Attachment No. 3.

Privacy fencing 1.8 metres in height currently exists along the northern property line of the pond adjacent to the existing residential lots. Given that the existing driveway access to Rutherford Road for the commercial plaza immediately east of the pond is adjacent to the pond's easterly limits, and that the sloping in this area of the pond block is gradual, fencing along the pond's east limit is not required.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to service delivery excellence as established by Vaughan Vision 2007, the recommendations of this report will assist in establishing and communicating service level standards that are affordable and sustainable; and in respecting the review of enforcement, compliance and monitoring of regulations related to public safety.

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

Conclusion

As requested by Council, a current list of all assumed stormwater management facilities is provided in Attachment No. 1.

The existing pond at the northwest corner of Rutherford Road and Weston Road is adequately fenced along its northern perimeter behind the existing residential lots. Additional fencing is not required due to the gradual slopes surrounding the stormwater management facility. However, given the size of the pond additional warning signs in accordance with City Standards will be installed by the developer.

Attachments

List of Assumed Stormwater Management Facilities
Storm Water Facility Pond Warning Sign – Standard Drawing K-6
Vellore Village Stormwater Management Pond Location Plan

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 14, CW Report No. 21 – Page 3

Report prepared by:

Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

(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 APRIL 24, 2006

Item 15, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

15

WESTON ROAD SANITARY SEWER EXTENSION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Finance and Corporate Services, recommends:

1. That the Weston Road Sanitary Sewer Extension project be added to the 2006 Capital Budget with funding from the Block 40 landowners' group.
2. That Staff be directed to provide notice of an intention to adopt an amendment to the 2006 Capital Budget pursuant to By-Law 394-2002.
3. That this matter be forwarded to a future Council meeting at which this amendment is to be considered.
4. That a By-Law be enacted authorizing the Mayor and Clerk to execute a financial agreement with the Block 40 landowners' group with respect to financing the costs associated with the Class Environmental Assessment, detailed design and construction of the Weston Road Sanitary Sewer Extension.
5. That Staff be authorized to initiate the Schedule 'A' Class Environmental Assessment Study for the Weston Road Sanitary Sewer Extension project immediately, if required.
6. That the Region of York be requested to include the construction of the Weston Road Sanitary Sewer Extension project in their tender documents for the Weston Road reconstruction project.
7. That a copy of this report be forwarded to the Region of York.

Economic Impact

There are no immediate economic impacts resulting from the adoption of this report. Based on discussions with the Block 40 landowners' group, they are prepared to finance all required costs associated with the Class Environmental Assessment, detailed design and construction for the Weston Road Sanitary Sewer Extension.

Purpose

To seek Council approval to proceed with the Class Environmental Assessment, detailed engineering design and construction of the Weston Road Sanitary Sewer Extension, subject to financing by the Block 40 landowners' group.

Background - Analysis and Options

The Weston Road Sanitary Sewer Extension as identified on Attachment No. 1 will facilitate municipal servicing for the existing Rimwood Estates residential subdivision, portions of the undeveloped lands to the north and potentially portions of Block 34 West within the Highway 400 Employment Land Secondary Plan area.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 15, CW Report No. 21 – Page 2

The Region of York, as part of their 2006 Capital Budget Program, will be undertaking the reconstruction and widening of Weston Road to a five lane cross section between Major Mackenzie Drive and Teston Road. This work is anticipated to go to tender in May and commence construction in summer of 2006. The proposed City sanitary sewer would be installed along the east side of the road as part of the Region's works. This would minimize disruption of the newly constructed road in the future and any disturbance to the required crossing of Cold Creek south of Teston Road.

It is estimated that the costs associated with the Weston Road Sanitary Sewer Extension project will be approximately \$180,000. The total costs associated with this project will be secured from the Block 40 landowners' group through an agreement to ensure payment to the City. Staff are presently reviewing whether a Schedule 'A' Class EA Study is required for the project.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities related to the planning and management of growth as established by Vaughan Vision 2007, the recommendations of this report will assist in:

- Implementing the environmental policies contained within the various official plans;
- Ensuring that municipal installations and operations are undertaken in an environmentally responsible manner;
- Staging growth to coordinate with infrastructure requirements;
- Coordinating development with municipal facilities; and
- Implementing the policies established by OPA No. 600

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

Conclusion

The construction of the Weston Road Sanitary Sewer Extension in conjunction with the Region's Weston Road reconstruction and widening project will eliminate the need for future disruption to Weston Road and will provide a more cost effective construction program. The sewer extension will allow for municipal servicing to the existing Rimwood Estates residential subdivision, future development immediately to the north, and potentially portions of Block 34 West within the Highway 400 Employment Lands Secondary Plan area.

Attachment

1. Weston Road Sanitary Sewer Extension Location Plan

Report prepared by:

Michael Frieri, Development Supervisor, Engineering Planning and Studies, 8729

(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 APRIL 24, 2006

Item 16, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

16 KLEINBURG BUSINESS IMPROVEMENT AREA (KBIA) 2006 BUDGET AND LEVY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Finance, dated April 18, 2006:

Recommendation

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

- 1) That in accordance with the request from the Board of Management of the Kleinburg Business Improvement Area (KBIA) Council approve the KBIA budget in the amount of \$24,824.00, and
- 2) That the levying and collection of the KBIA special charge for the year 2006, pursuant to City of Vaughan By-law 169-84, be enacted in conjunction with the Final Levy and Collection By-law.

Economic Impact

No impact to the municipality.

Purpose

The purpose of this report is to approve the KBIA budget that provides funds used for promotion, visual enhancement of the area, advertising and special events and to authorize staff to levy and collect, and remit the special charge related to the KBIA.

Background - Analysis and Options

Each year the KBIA submits a budget for Council's approval. The 2006 budget amount of \$24,824.00 was approved by the KBIA in February 2006. The amount is levied to all commercial property within the BIA boundary, based on their taxable commercial assessment. The minimum levy is \$189 and the maximum levy is \$1241. An advance of \$12,000 was approved by Council and has been forwarded to the KBIA. This amount will be applied against the total 2006 operating funds request.

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 source of funding is not from the City's general levy, but is collected on behalf of the KBIA by the City from each member of KBIA and that the advance of \$12,000 be applied against the budgeted funds requested.

Council approval of the proposed budget and related by-law provides funds to the KBIA and authorizes staff to levy, collect and remit the funds.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 16, CW Report No. 21 – Page 2

Attachments

Attachment 1 – 2006 KBIA Proposed Budget

Report prepared by:

Maureen E. Zabiuk, Manager of Property Tax & Assessment
Ext. 8268

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 17, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

17

**PROCLAMATION REQUEST –
NATIONAL DAY OF MOURNING
FOR WORKERS KILLED OR INJURED IN WORKPLACE ACCIDENTS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated April 18, 2006:

Recommendation

The City Clerk recommends:

- 1) That April 28th, 2006 be proclaimed as a “National Day of Mourning for Workers Killed or Injured in Workplace Accidents”;
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release; and
- 3) That the City’s flags be lowered to half-mast on April 28th, 2006.

Purpose

To respond to the request received from the Labour Council, Toronto & York Region.

Background - Analysis and Options

The correspondence received from Mr. John Cartwright, President, Labour Council, Toronto & York Region, dated March 28, 2006, is attached (Attachment 1).

The proclamation request meets the requirements of the City’s Proclamation Policy as the matter relates to municipal business.

The Labour Council has requested the City of Vaughan commemorate this National Day. Last year Council proclaimed “April 28th as a National Day of Mourning for Workers Killed or Injured in Workplace Accidents” and directed that the City’s flags be lowered to half mast. A Memorial ceremony will be held on Friday, April 28th at 11:00 a.m. in front of the Monument to Workers at the Woodbridge Memorial Arena at Islington and Highway 7.

The Corporate Communications department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamations.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly ‘A-1’, “Pursue Excellence in the Delivery of Core Services” and the necessary resources have been allocated and approved.

Conclusion

Staff is recommending:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 17, CW Report No. 21 – Page 2

- 1) That April 28th, 2006 be proclaimed as a “National Day of Mourning for Workers Killed or Injured in Workplace Accidents”;
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release; and
- 3) That the City’s flags be lowered to half-mast.

Attachments

Attachment 1 - Correspondence from Mr. John Cartwright, President, Labour Council, Toronto & York Region, dated March 28, 2006

Report prepared by:

John D. Leach, City Clerk, Ext. 8281

(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 APRIL 24, 2006

Item 18, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

18

**REQUEST FOR EXEMPTION BY-LAW 21-86
NO GLARE ARCHITECTURAL GLASS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Legal Services, dated April 18, 2006, subject to receiving written authorization of approval from York Regional Police:

Recommendation

The Director of Legal Services in consultation with the Senior Manager of By-law Enforcement recommends that By-law 21-86 be amended to provide an exemption for No Glare Architectural Glass Inc., conditional upon all York Regional Police requirements being met.

Economic Impact

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

Purpose

The purpose of the report is to seek Council authorization for an exemption to By-law 21-86 which prohibits the discharge of firearms for the purpose of testing bullet proof glass.

Background - Analysis and Options

No Glare Architectural Glass Inc. is a company located at 440 Edgeley Blvd. in Concord. The company manufactures heavy glass and mirrors for the store industry, and deals with supply of metal and plastic parts to the Aerospace Industry. It also manufactures glass for the glass protection industry, including hurricane resistant glass and bullet resistant glass for financial institutions, armored cars and other protection industries. They want to perform ballistic testing to develop and improve existing products, and have requested an exemption to By-law 21-86 for that purpose.

By-law 21-86 prohibits the discharge of firearms, air guns, spring gums and cross bars in the City with general exemptions for police officers, landowners for the protection of livestock, and for ceremonial purposes and turkey shoots.

The president of the company has consulted with the York Regional Police regarding any requirements for the registration, storage and discharge of firearms related to the testing. The testing is proposed to take place in a safe room, which should stop 98% of the sound. The firearms will be fired by remote control by a technician outside the room.

The company will also be required to meet any additional Building Code requirements.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff have been verbally advised by the York Regional Police that they have no objection. The exemption is conditional on York Regional Police advising that No Glare has satisfied all requirements to ensure safety in compliance with applicable legislation.

CITY OF VAUGHAN

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Attachments

None

Report prepared by:

Heather A. Wilson

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additional unit would be a thousand dollars. In order to increase the number of polls to be similar to the number in the 2003 election, the additional cost would be approximately \$320,000.00 which is prohibitive. Alternatively the tabulators could be programmed to accept ballots from more than one poll at any given location. This would require manually coding the back side of each ballot by the poll workers. This would be administratively cumbersome, time-consuming and increase the possibility of error. It is strongly recommended that this not be done. Should Council wish to expend additional funds to lease more tabulators to increase the number of polls, direction could be given to that end.

The system that was provided for in the RFP will provide fast accurate results in a cost-effective manner. It will also provide an enhanced level of service to the voters. With this system, unlike central count systems such as the one previously used in Vaughan or in a manual-count election, if a voter over votes his/her ballot the machine returns the ballot to the poll worker who can advise the voter that an office has been over voted. The voter is then given the chance to vote on another ballot and the first ballot is cancelled. Alternatively, if the voter declines, the machine will tabulate the votes on the original ballot that had been properly recorded. This will reduce the number of votes lost because voters inadvertently voted for more candidates than those eligible to be elected to each office

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-1', "Pursue Excellence in the Delivery of Core Services" and the necessary resources have been allocated and approved.

Conclusion

Council directed that an RFP be issued for vote tabulating equipment. An RFP was issued and it would be in order to award the contract to the successful proponent.

Attachments

None

Report prepared by:

John D. Leach, City Clerk

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Item 20, Report No. 21, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 24, 2006, as follows:

By receiving the memorandum from the City Clerk, dated April 24, 2006.

20

CITY OF VAUGHAN INSURANCE COVERAGE 2006-2007

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Clerk, dated April 18, 2006, be approved; and**
- 2) That staff report on the issues identified by Members of Council including costing and funding sources.**

Recommendation

The City Clerk recommends:

That staff be directed to proceed with a Request For Proposal (RFP) for the City's insurance coverage: and

That staff be authorized to retain Risk Pro-Risk Management Consultant to assist in the preparation and review of the RFP and submissions thereof, to be funded by the insurance reserve.

Economic Impact

None

Purpose

To seek authorization to issue an RFP for the City's insurance coverage for the 2006-2007 period and to retain a consultant to review the submissions and provide an opinion as to which submissions best meet the City's insurance needs.

Background - Analysis and Options

The City's insurance coverage for the period 2005-2006 (expiration June 30,2006) is presently placed with Frank Cowan Company Limited, hereinafter referred to as "Cowan". The last Request for Proposal for insurance coverage was issued in May 2004 for the 2004-2005 insurance period. At the time only two proposals were received. The successful bidder was Cowan Insurance. The policy provided the City with an option to renew its policy for two additional, one-year periods, on a year-to-year basis depending on quality of service, mutual agreement and annual premium negotiations between Cowan and the City.

For the 2005-2006 renewal process Council adopted the report of City Clerk dated June 8,2005, recommending that the option to renew the contract of insurance with Cowan for a further one year period, be exercised. As stated above this expires on June 30,2006.

To ensure that the City continues to receive the best possible coverage at a fair and equitable premium, staff is proposing that an RFP be issued at this time.

In order to properly assess submissions made through the RFP process, staff is recommending that a thorough analysis be conducted. Staff does not have the necessary expertise to properly
.../2

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conduct such an assessment. Accordingly, staff is proposing that Risk Pro-Risk Management Consultant be appointed to conduct the analysis as was done when the previous RFP was issued. This company is familiar with Vaughan's insurance program and conducted a similar analysis for the 2004-2005 insurance proposal.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council ensuring long-term financial stability with respect to insurance services.

Conclusion

It is appropriate at this time to issue an RFP for the City's insurance requests to ensure the City is obtaining the best possible coverage at the fairest rates.

Attachments

None

Report prepared by:

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

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Item 21, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

**21 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V11
1604442 ONTARIO INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-05V11 (1604442 Ontario Inc.) BE APPROVED, subject to the conditions of approval set out in Attachment #1.

Economic Impact

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

Purpose

The Owner has submitted an application for Draft Plan of Standard Condominium approval on the subject lands shown on Attachment #2 consisting of a 23-unit, 2-storey employment use building (currently under construction) with a total gross floor area of 4,908.77m², and a total of 98 parking spaces, as shown on Attachment #3.

Background - Analysis and Options

The subject lands are located south of Rutherford Road, specifically southwest of Westway Crescent and Confederation Parkway, being Blocks 209, 212 and 218 on Plan 65M-3510 (411 Confederation Parkway) in Part of Lot 14, Concession 3, City of Vaughan, as shown on Attachment #2. The 1.036 ha site has 70m frontage on Confederation Parkway and a depth of 200m, with one access on Confederation Parkway and two accesses on Spinnaker Way. Landscaping will be provided along the north lot line and along Confederation Parkway and Spinnaker Way.

The draft plan of condominium is in accordance with the Building Standards Department approved Site Plan File DAB-04-018. Building Permit #04-2550 was issued by the Building Standards Department on June 9, 2005, with revisions issued on February 16, 2006 and March 2, 2006. The building is currently under construction. The Condominium Corporation will be responsible for private garbage pick-up and snow removal for the site.

The surrounding land uses are:

- North - Westway Crescent; existing residential (RVM1 (WS-B) and RV4(WS) Residential Zones)
- South - existing employment buildings and vacant lots (EM2 General Employment Area Zone)
- East - Confederation Parkway; open space valley (OS1 Open Space Conservation Zone)
- West - Spinnaker Way; existing employment building (EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone)

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Official Plan/Zoning

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), which permits the proposed employment use. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned EM1 Prestige Area Employment Zone by By-law 1-88, subject to Exception 9(1039), which permits the proposed employment use. The Committee of Adjustment approved Minor Variance File A018/05, which reduced the landscape strip width along Confederation Parkway to 3m from the required 9m. The draft plan of condominium complies with all requirements of the Zoning By-law.

Relationship to Vaughan Vision 2007

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

Conclusion

The draft plan of condominium is consistent with the approved Site Plan File DAB-04-018 and associated Building Permit. The Development Planning Department has no objections to the approval of the draft plan of condominium, subject to the conditions set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Standard Condominium 19CDM-05V11

Report prepared by:

Clement Messere, Planner, ext. 8409
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.)

CITY OF VAUGHAN

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Item 22, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

22

**SITE DEVELOPMENT FILE DA.05.050
STAR PALACE REALTY LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 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.05.050 (Star Palace Realty Limited) BE APPROVED, subject to the following conditions:

1. That prior to the execution of the site plan agreement:
 - a) the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department;
 - b) the final site servicing and grading plan, stormwater management report, parking, on-site vehicular circulation and environmental site assessment shall be approved by the Engineering Department;
 - c) all requirements of the Region of York Transportation and Works Department shall be satisfied; and,
 - d) the required variances shall be approved by the Committee of Adjustment, and shall be final and binding.
2. The site plan agreement shall contain the following provision:
 - a) If required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application (File DA.05.050) on the subject lands shown on Attachment #1 to permit a one-story 507.6m², 4-unit commercial building at the northwest corner of Langstaff Road and Terecar Drive as shown on Attachment #2, within an existing commercial complex that is developed with 3 commercial buildings and a Petro Canada gas bar and car wash comprising a total GFA of 4081.4m² (includes 194.75m² unbuilt Building

.../2

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“B”). The proposed building will be utilized for uses that are similar to those in the existing complex (i.e. retail uses, eating establishments, and professional offices). The Owner is also proposing to paint the green metal siding on the existing commercial buildings to a grey shade.

Background - Analysis and Options

The 2.4ha site is located on the north side of Langstaff Road, between Weston Road and Terecar Drive, being Part of Blocks 1 and 2 in Registered Plan 65M-3107 (3650 and 3680 Langstaff Road), City of Vaughan (Attachment #1). The proposed new building is located at the northwest corner of Langstaff Road and Terecar Drive.

- North - existing commercial and employment uses (C8 Office Commercial and EM2 General Employment Area Zones)
- South - Langstaff Road; existing commercial uses (C4 Neighbourhood Commercial Zone)
- East - Terecar Drive; existing commercial and employment uses (C7 Service Commercial Zone and EM2(H) General Employment Area Zone with the Holding Symbol (H))
- West - Weston Road; existing residential (R2 Residential Zone); other existing commercial buildings on the subject lands will abut the proposed commercial building

Official Plan

The subject lands are designated “Neighbourhood Commercial Centre” by #OPA 240 (Woodbridge Community Plan) as amended by OPA #474, which provides opportunities for land uses that serve the weekly needs of residents in a “one-stop” shopping location. Permitted uses include retail stores, banks and financial institutions, business and professional offices, personal services and restaurants. The proposed commercial building conforms to the Official Plan.

Zoning

The subject lands are split zoned as shown on Attachment #1. The proposed commercial building is located on the easterly portion of the subject lands municipally known as 3650 Langstaff Road and zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(938). The balance of the site, 3680 Langstaff Road is zoned C7 Service Commercial Zone by By-law 1-88, and is subject to Exception 9(841F).

Exception 9(938) permits a number of commercial uses, however, excludes a supermarket and a retail drug store/pharmacy exceeding 1,000m². The site-specific exception requires that all buildings and structures be erected within defined building envelopes. The proposed site plan has been reviewed, and the following variances are required:

- permit a minimum of 265 parking spaces, whereas a minimum of 267 are required; and,
- permit a building to be located outside of a designated building envelope.

The Development Planning Department has no objections to the proposed variances, which will facilitate a commercial development that is consistent with existing development on the subject lands and in the surrounding area, and enhance the range of uses to better serve the surrounding community. The two space parking reduction is also considered to be minimal. Should Council approve the site plan application, the Owner will be required to obtain approval of the above-noted variances from the Committee of Adjustment, which shall be final and binding, prior to the registration of the implementing site plan agreement.

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Site Design

The site plan is shown on Attachment #2, and the proposed building is in context with the existing commercial development. The Service Centre (Building “B”) has not been built to date. The subject lands have access by way of a right-in/right-out access from Weston Road, a right-in/right-out access onto Langstaff Road, one full-movement access onto Langstaff Road. The property is landscaped, however as a result of the subject application, a pedestrian walkway at connection to Langstaff Road is proposed from the new building, and the landscape treatment at the northwest corner of Terecar Drive and Langstaff Road will be enhanced. The final site plan will be approved to the satisfaction of the Development Planning Department.

Parking

The required parking for the site is calculated as follows:

Building “A” (gas bar kiosk) - 168.06 m ² at 4.5 spaces/100m ²	=	7.56 spaces
Building “B” (service centre) -194.75 m ² at 4.5 spaces/100m ² (not built)	=	8.76 spaces
Building “C” - Car Wash	=	5.00 spaces
Building “D” (donut shop) - 279 m ² at 6 spaces/100m ²	=	16.74 spaces
Building “E” (retail) - 726.29 m ² at 6 spaces/100m ²	=	43.58 spaces
Building “F” (retail) - 2,576.83 m ² at 6 spaces/100m ²	=	154.6 spaces
Proposed Building “G” (retail) - 507.6 m ² at 6 spaces/100m ²	=	<u>30.45 spaces</u>

Total Parking Required: = 267 spaces

Total Parking Provided: = 265 spaces

The parking variance for 2 spaces (0.7% deficiency) is considered minor in nature and can be supported since it will facilitate a development consistent with the existing commercial development.

Building Design

The proposed building elevations are shown on Attachments #4 and #5. The building materials that are proposed include a pre-finished grey metal roof, beige brick veneer and bronze spandrel glass and clear vision glass consistent with the existing commercial development. The rectangular-shaped building is situated at a corner, and therefore, each of the four elevations possess primary façade attributes including clear or spandrel glazing. The building will include 4 units and be 6.18m in height. A 9.3m high tower feature will be incorporated at the southeast elevation with a brick veneer and stucco finish. An overhead door is located on the east elevation and will be screened by new planting. The Owner is also proposing to paint the green metal roof, on the existing buildings (Buildings “D”, “E” and “F”) to a grey shade.

The Development Planning Department will work with the applicant to confirm that all roof-top mechanical units will be adequately screened. The final building elevations will be approved to the satisfaction of the Development Planning Department.

Region of York

The Region was party to the original site plan agreement for the existing commercial development. The Owner will be required to satisfy any requirements of the Region of York, prior to the execution of the implementing site plan agreement.

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Services/Utilities

The Owner has submitted a site grading and servicing plan and a stormwater management report, which must be approved to the satisfaction of the Vaughan Engineering Department, 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 existing commercial site is landscaped, however, the Owner is proposing to upgrade the treatment at the northwest corner of the Langstaff Road and Terecar Drive intersection, where the new building is proposed.

This will include an entry feature consisting of a 450mm high layered drystone limestone planter that will incorporate a mix of shrubs and plant species. Trees and shrubs will be located along the Terecar Drive frontage in order to screen an overhead door at the northeast corner of the building. The applicant is willing to work with the Development Planning Department to further enhance the landscape plan existing planting in good condition will be saved and integrated into the new landscape design, where possible. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

The proposed landscape plan as shown on Attachment #3 illustrates the relocation of an existing pylon sign that is situate on the west side of Terecar Drive, north of Langstaff Road, to a location on the north side of Langstaff Road, approximately 55m west of Terecar Drive.

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 Plan Application in accordance with the policies of the Official Plan and the requirements of the Zoning By-Law, and is satisfied that the proposed commercial building within an existing commercial complex will facilitate an appropriate development of the site, subject to the conditions of approval identified in this report, including obtaining the required variances from the Committee of Adjustment. On this basis, the Development Planning Department recommends approval of the Site Plan Application.

Attachments

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

Report prepared by:

Clement Messere, Planner, ext. 8409
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

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Item 23, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

23

**SITE DEVELOPMENT FILE DA.02.080
KHMER BUDDHIST TEMPLE OF ONTARIO**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 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.02.080 (Khmer Buddhist Temple of Ontario) BE APPROVED, to facilitate the development of the subject lands as shown on Attachment #2, with a 542.5m² building addition to the existing place of worship served by 65 parking spaces as shown on Attachment #3, subject to the following conditions:

1. That prior to the execution of the site plan agreement:
 - a) the final site plan, building elevations, and landscape plan shall be approved by the Development Planning Department;
 - b) the final site servicing, grading and stormwater management plans shall be approved by the Engineering Department;
 - c) the final landscape plan shall address the requirements of the Village of Maple Streetscape Master Landscape Plan and Design Study to the satisfaction of the Development Planning Department;
 - d) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - e) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department; and
 - f) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority.
2. That the site plan agreement contain the following provision:
 - a) The Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

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Purpose

The Owner has submitted a Site Development Application to permit the construction of a 542.5m² building addition to an existing place of worship served by 65 parking spaces as shown on Attachment #3. Upon completion of the addition, the existing dwelling on the site will be used as the living quarters for the monks serving at the place of worship.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Keele Street, north of Rutherford Road, between Fieldgate Drive and Barrhill Road (9575 Keele Street), in Lot 18, Concession 3, City of Vaughan. The site has an area of approximately 0.52 ha, with 37.16m of frontage on Keele Street and a depth of 129.6 m. The site is currently developed with a two-storey building and an attached 3-car garage, which is being used as a place of worship.

On October 24, 2005, the Committee of the Whole considered a report from the Commissioner of Planning (Attachment #1) respecting Site Development File DA.02.080 (Khmer Buddhist Temple of Ontario) and adopted the following recommendation:

“That this matter be referred to a future Committee of the Whole meeting to provide an opportunity for the applicant to meet with the local ratepayers’ association to address concerns raised.”

On October 31, 2005, Council ratified the Committee’s recommendation.

Since that time, a meeting was arranged through the Local Councillor’s Office, to address the concerns raised by the local ratepayer’s association (Maple Village Ratepayers Association). As a result of this meeting, modifications to the building elevations of the proposed addition to the existing place of worship were proposed as follows:

- i) the height of the building (to the top of the steeple) has been reduced from 22m to 16.21m;
- ii) the number of windows on each elevation has been reduced;
- iii) the third level of the layered roof has been modified to reduce its height and massing; and
- iv) the roof will be finished with asphalt shingles instead of clay tiles.

The revised elevations are shown on Attachments #4, #5 and #6. The building materials remain unchanged from the original proposal along, the proposed site plan shown on Attachment #3 remains unchanged. The proposed addition, as revised, conforms and complies with the Official Plan and Zoning By-law, respectively. The technical analysis undertaken in the October 24, 2005 Committee of the Whole report (Attachment #1) remains applicable.

Official Plan

The subject property is designated “Low Density Residential” by the Maple Community Plan (OPA #350), which permits a place of worship on the subject lands. The proposed development conforms to the Official Plan.

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Zoning

The subject property is zoned R3 Residential Zone by By-law 1-88, subject to Exception 9(495). The proposed place of worship use is permitted on the subject lands. Also, the proposed site plan layout and building addition complies with the requirements of By-law 1-88.

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

Site Development File DA.02.080 (Khmer Buddhist Temple of Ontario) was considered by Council on October 31, 2005 and referred to a future Committee of the Whole meeting to provide an opportunity for the applicant to meet with the local ratepayers' association to address their concerns. A meeting was held with the area ratepayer association, which resulted in changes to the proposed building elevations.

The Development Planning Department has reviewed the revised building elevations and is satisfied that the proposed changes, including the reduced building and roof massing and the reduction in the number of windows is consistent with the original elevations, and are considered appropriate.

Accordingly, the Development Planning Department can support the revised building elevations and the site development application, subject to the conditions contained in this report.

Attachments

1. Staff Report – October 24, 2005
2. Location Map
3. Site Plan
4. Building Elevations (Revised - West & East)
5. Building Elevation (Revised -North)
6. Building Elevation (Revised - South)

Report prepared by:

Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 24, 2006

Item 24, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

24

**SITE DEVELOPMENT FILE DA.05.013
5 STAR PLUS RESTORATION INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.013 (5 Star Plus Restoration Inc.) BE APPROVED, for a two (2) and three (3) storey office building with a 44.5m² ground floor retail component, as shown on Attachment #2, subject to the following conditions:

- 1) That prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department, in consultation with and to the satisfaction of Heritage Vaughan and the Cultural Services Division;
 - ii) an Engineering Report on the reconstruction of the existing heritage building be submitted and approved by the Building Standards Department, Engineering Department and Cultural Services Division;
 - iii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iv) a minor variance application to implement the development shall be approved by the Committee of Adjustment, and shall be final and binding;
 - v) all requirements of the Region of York Transportation and Works Department shall be satisfied; and,
 - vi) all hydro requirements of PowerStream Inc. shall be satisfied.
- 2) That the site plan agreement contain the following provision:
 - i) The Owner shall pay to the City of Vaughan by way of a certified cheque, if required, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, which shall form the basis of the cash-in-lieu payment.
 - ii) The Owner shall pay to the City of Vaughan by way of a certified cheque, a cash-in-lieu of parking levy of \$4,000.00 per space for the 6 parking space shortage (for a total of \$24,000.00) prior to the issuance of a Building Permit.

Economic Impact

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

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Purpose

The Owner has submitted a Site Development Application to develop the subject lands as shown on Attachment #1 for a two (2) and three (3) storey office building with a 57.2m² retail component and 7 parking spaces, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the southwest corner of Keele Street and Major Mackenzie Drive, municipally known as 9994 Keele Street, being Part of Lot 20, Concession 4, City of Vaughan. An existing abandoned building, built in the mid 1800s, currently occupies the property. The original building, which is part of the City's Heritage Inventory as a building of significance, has several additions that were added in the 1900's. The property has an area of 0.816ha, a lot frontage of 20.12m along Keele Street and a depth of approximately 39.75m. The surrounding land uses are:

- North - Major Mackenzie Drive; existing commercial use (C1 Restricted Commercial Zone)
- South - existing residential use (R1 Residential Zone)
- East - Keele Street; existing institutional use (VCC Vaughan Civic Centre Zone)
- West - existing commercial use (RM2-H Multiple Residential Zone with the Holding Symbol "H")

Official Plan

The subject property is designated "Maple Commercial Core Area" under OPA #350 (Maple Community Plan), as amended by OPA #533, which permits street-related retail and office uses. The proposed site development conforms to the Official Plan.

Zoning

The subject lands are zoned C1 Restricted Commercial Zone by By-law 1-88, which permits business or professional office and retail store uses. The proposed uses, conform to the Zoning By-law.

The following variances to By-law 1-88 are required to implement the proposed site plan:

- i) Setback reductions
 - permit a minimum 1.2m exterior side yard setback (north), whereas 9m is required;
 - permit a minimum 0.3m rear yard setback (west), whereas 15m is required;
- ii) Landscape buffers
 - permit a minimum 0.3m landscape strip abutting a Residential Zone (west property line), whereas 2.4m is required;
 - permit a minimum 0m landscape strip abutting a street, whereas 6m is required; and,
- iii) Parking/Access
 - require a minimum of 7 parking spaces, including one handicap parking space, whereas 21 spaces are required; and,
 - permit a driveway access width of 6m, whereas 7.5m is required.

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Upon site plan approval, the Owner can file an application to the Committee of Adjustment for consideration of these variances. The Owner is proposing to reconstruct the heritage building on the subject lands as part of a larger development that is consistent with the objectives of the Maple Streetscape and Urban Design Guidelines. The proposed scale, massing and built form of the development is in keeping with the heritage character in the Maple Core Area and compatible with the surrounding existing and approved land uses. The proposal has also received strong support from the Maple Streetscape Community Advisory Committee and conforms to the Official Plan. The proposed development is considered to be pedestrian- friendly with respect to its building placement on the lot, streetscape enhancements and general form and character. The variance respecting the proposed parking supply is discussed later in this report, and the 6m wide driveway access width is acceptable to the Region of York Transportation and Works Department. As a result of the above, the variances required to implement the proposed development are considered supportable and desirable for the appropriate development of the subject lands. The Engineering Department has reviewed the parking study provided by BA Transportation Consultant and concurs with the recommendations of the report.

Site Design

The proposed site plan is shown on Attachment #2. The rectilinear corner lot is to be redeveloped with a 2 and 3-storey building with access from Major Mackenzie Drive. The development of the site involves the demolition of the existing original two-storey brick heritage building and reconstructing a similar 2-storey building with a three-storey addition on the westerly side. Due to the condition of the existing building, the applicant, through an Engineering Report, will determine the method of reconstructing the building similar to its original specifications and materials, in conformance with current building standards. The Engineering Report is to be reviewed and approved to the satisfaction of the Building Standards Department, Engineering Department and the Cultural Services Division.

The site will be served by a 6m wide driveway access on Major Mackenzie Drive, as shown on Attachment #2, that leads into the parking area comprising of 7 parking spaces, including one (1) handicap parking space. The parking area is limited to passenger vehicles only. Parking spaces 1 to 3 are located west of the driveway access, with the office space located in the building above.

The internal garbage room will be located at the south side of the building, with private garbage pick-up to be from the internal parking area. A 1.8m high acoustic-wood fence is proposed along the south and west property lines. The proximity of the building to the front and exterior property lines facilitates easy pedestrian accessibility from Major Mackenzie Drive and Keele Street. The final site plan will be approved to the satisfaction of the Development Planning Department.

Parking

The minimum required parking for the proposed development under By-law 1-88, is calculated as follows:

Required Parking	
Office: 3.5 spaces per 100m ² GFA (732.9m ²)	27
Retail: 6.0 spaces per 100m ² GFA (57.2m ²)	<u>4</u>
Total	31
Provided Parking	7, including 1 handicap space

The applicant has provided a Parking Study prepared by BA Transportation Consultants, which indicates that a minimum of 13 parking spaces are required to meet the peak parking demand of the site. The proposal includes 7 on-site parking spaces. The study recommends that the 6

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parking spaces be supplied off site within a 2 to 3 minute walk (240m) from the subject site. Presently, there are 4 on-street parking spaces located on the north side of Major Mackenzie Drive, directly opposite the subject lands.

The Engineering Department has reviewed the parking study provided by BA Transportation Consultants and concurs with the recommendations of the report.

The provision of additional grade level parking spaces would either render the site undevelopable or require that the building be constructed on "stilts", which is not desirable from a visual perspective. Furthermore, given the size and configuration of the parcel, and the permitted intensity of development on the site, it is unlikely that underground parking could be provided on the subject lands. The general intent of the Official Plan is to facilitate street-related development. The proposal is consistent with this objective and will contribute to establishing a Maple Commercial Core area that is pedestrian friendly. The Owner has further committed to redevelop the site and to restore the existing heritage building. As a result of the site-specific considerations, the Development Planning Department can support the proposed number of on-site parking spaces.

Cash-in-lieu of Parking

It is recommended that the City require the Owner to enter into an agreement permitting the City to collect cash-in-lieu of parking for the shortage of parking spaces on site. The applicant's parking study identifies a 6 space parking shortage. A levy of \$4,000.00 per parking space (6 spaces x \$4,000.00) for a total levy of \$24,000.00 will be payable at the building permit stage and will be part of the "Special Conditions" in the site plan agreement. In the past the City has implemented a cash-in-lieu of parking levy of \$4,000.00 per space on three other site development applications within the Village of Kleinburg.

Building Elevations

The proposed elevations are shown on Attachments #4 and #5. The existing two-storey Victorian building has a muted red brick face with white brick quoining accents and two large windows facing Keele Street each with brown wood lintel and sill. These key architectural features are duplicated on all the facades in order to provide consistency throughout the elevations. The existing white pendant gable ornamentation will be restored and carried through the entire proposed addition. The Owner has taken great care and measure to evaluate the architectural and heritage value of the existing building and apply these key features to the proposed addition in order to create elevations that are historically sensitive, particularly on the north and east elevations as shown on Attachment #4. On the west elevation, as shown on Attachment #5, the Owner proposes three (3) areas of red brick pattern, which will hold images of heritage period photographs within the brick area, which is reminiscent of late 1800s elevation treatments.

The proposed signage includes one (1) wood sign on the north elevation lit by two (2) goose neck lighting fixtures, and two (2) standard wood signs each supported by two wood posts on the north and east sides of the property, which will be similar to the signs located at 9995 Keele Street (Beaverbrook).

The Development Planning Department is satisfied with the elevation plans. As a condition of site plan approval, the final building elevations will be approved by the Development Planning Department, in consultation with and to the satisfaction of Heritage Vaughan and the Cultural Services Division.

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Landscaping

The proposed landscape plan, as shown on Attachment #3, shows predominately unit paving in a herringbone pattern along Major Mackenzie Drive and Keele Street. A mixture of sod, coniferous trees, shrubs, and a 1.8m high wood fence will help screen the proposed development from the properties to the south and west. Street trees, low laying shrubbery, and Maple Streetscape decorative lamp standards will line the streetscape along Keele Street and Major Mackenzie Drive. The final landscape plan will be approved to the satisfaction of the Development Planning Department.

Maple Streetscape Community Advisory Committee

The Maple Streetscape Community Advisory Committee considered the original proposal on June 29, 2005, and then on January 25, 2006, and on February 22, 2006, where minor changes were suggested. A subsequent special meeting was held on March 2, 2006 between the Owner's Architect and members of the Maple Streetscape Community Advisory Committee. As a result of the meeting, the Maple Streetscape Committee, by a letter dated March 8, 2006, provided their strong support of this project. The final plans for this development proposal will be approved to the satisfaction of the Development Planning Department.

Heritage

The original house on the subject property was built in the late 1800s and was once the home of Guy Lawrie, a Maple resident and an undertaker by trade, as referenced in the Reaman's history of Vaughan Township. The "Lawrie House" has been in poor structural condition for several years and was originally deemed structurally unsafe in 1993 and was subsequently condemned by the Building Standards Department. The Building Standards Department, again in 2004, declared the building unsafe. As discussed earlier in this report, the Owner is in the process of providing to the City an Engineering Report to document and clarify all structural defects in the existing structure.

The Cultural Services Division has no objection to the development proposal, which involves the demolition of the red brick, flat roof commercial store building at the corner of Keele Street and Major Mackenzie Drive and a partial reconstruction of the Lawrie House as a corner feature of the proposed office/commercial development, as shown on Attachments #4 and #5.

Services/Utilities

Garbage and snow removal will be by private pick-up. The proposed development is to be fully serviced on the municipal system, including hydro, water, sanitary, and storm sewers. The Owner has submitted a grading and servicing plan and stormwater management report, which will be approved to the satisfaction of the Engineering Department.

Region of York

The Region of York Transportation and Works Department has no objection to the development concept in principle. The Owner is working with the Region to resolve matters respecting a road widening along Major Mackenzie Drive. In particular, a 17m (15m plus 2m) road widening from the centre line of construction of Major Mackenzie Drive has been requested by the Region, and the additional request for 2m will affect the proposed landscaping and building setbacks. The final plans will be approved to the satisfaction of the Region of York Transportation and Works Department, and will require further dialogue together with the Owner and the City to satisfactorily resolve the road widening matter.

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Parkland Dedication

The Owner will be required to pay to the City, if required, cash-in-lieu of the dedication of parkland dedication, in accordance with the Planning Act, which is identified in the recommendation of this report.

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 to permit a two (2) and three (3) storey office building with a 44.5m² ground floor retail component, in accordance with the policies of the Official Plan, the requirements of the Zoning By-law, and consistency with the Maple Streetscape and Urban Design Guidelines. Accordingly, the Development Planning Department is satisfied with the proposed development, and can support the approval of the site plan application, and the required variances for reduced building setbacks, landscape buffers, parking and access, subject to the recommendations in this report. Further discussions will be required with the Region of York to satisfactorily resolve the road widening matter affecting the development of the site.

The proposed development will result in a significant improvement to this key intersection and will incorporate architectural features which are sensitive to the heritage aspects of the Maple Village Core.

Attachments

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

Report prepared by:

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Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 25, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

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**OFFICIAL PLAN AMENDMENT FILE OP.05.011
ZONING BY-LAW AMENDMENT FILE Z.05.019
BRUNO LISI/MICHAEL ANDREATTA
REPORT #P.2005.38**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 2006, be approved; and**
- 2) **That the by-law be brought forward to the Council meeting of May 8, 2006.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Ontario Municipal Board BE ADVISED THAT COUNCIL ENDORSES Official Plan Amendment File OP.05.011 (Bruno Lisi/Michael Andreatta) to redesignate the subject lands shown on Attachment #1 from "Medium Density Residential" to "High Density Residential", and to increase the maximum permitted net density from 99units/ha to 132 units/ha to facilitate the development of a 5-storey, 102 unit residential condominium apartment building, 14 semi-detached units, and 1 detached unit, on the subject lands, as shown on Attachment #2, subject to the following:
 - a) the necessary studies (ie. traffic, environmental, cultural heritage resource impact assessments, noise, sun/shadow study, architectural design guidelines, etc.) shall be submitted and approved in support of a Site Development Application; and
 - b) that the implementing Official Plan Amendment shall include urban design policies to ensure a high quality built form in conformity with the Woodbridge Core Urban Design Guidelines and compatible with the existing and proposed development within the surrounding area.
2. THAT the Ontario Municipal Board BE ADVISED THAT COUNCIL ENDORSES Zoning By-Law Amendment File Z.05.019 (Bruno Lisi/Michael Andreatta) to rezone the subject lands from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone, but that the implementing by-law not be enacted until such time as a Site Development Application is approved, and the appropriate development standards have been determined; and servicing allocation has been confirmed by Council for the subject lands.
3. THAT Council direct the Planning Department to prepare Terms of Reference for the preparation of a Land Use Study for the Kipling Avenue Corridor and that the Terms of Reference identify the appropriate boundary of the study area.

Economic Impact

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

Purpose

The Owner has submitted the following development applications:

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1. An application to amend the Official Plan, specifically, OPA #240 (Woodbridge Community Plan) as amended by OPA #356 (Kipling Avenue Corridor Plan) to redesignate the subject lands from “Medium Density Residential” to “High Density Residential”, and to increase the maximum permitted net density from 99units/ha to 132units/ha.
2. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone, to implement a proposed residential development.

The applications would facilitate the development of the subject lands shown on Attachment #1 with a 5-storey, 102 unit condominium apartment building on the southerly portion of the property, and 14 semi-detached units and 1 detached unit on the balance of the site, as shown on Attachment #2.

Background – Analysis and Options

The subject lands shown on Attachment #1 represent an assembly of four residential lots and are located on the west side of Kipling Avenue, north of Woodbridge Avenue, being Lots 10, 11 and 12 on Plan 546, in Lots 7 and 8, Concession 8 (8018, 8026, 8032 and 8048 Kipling Avenue), City of Vaughan. The consolidated landholding has a lot area of approximately 0.88ha and is currently developed with two detached residential dwellings, which are proposed to be demolished.

The subject lands are designated “Medium Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), and zoned R3 Residential Zone and M1 Restricted Industrial Zone by By-law 1-88. The surrounding land uses are:

- North - existing residential dwellings (R3 Residential Zone), industrial (M1 Restricted Industrial Zone)
- South - existing residential dwellings (R3 Residential Zone)
- East - Kipling Avenue; existing residential dwellings (R3 Residential Zone), vacant/open space (OS2 Open Space Park Zone)
- West - existing CPR railway line (M3 Transportation Industrial Zone), industrial (M2 General Industrial Zone)

Public Hearing

On May 13, 2005, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowners Association, the Kipling Avenue Ratepayers Association, and the Friends of the Village Group. The original Official Plan and Zoning By-law Amendment applications proposed a 6-storey, 157 unit, high density residential and townhouse development. At the Public Hearing, a number of residents spoke both in support and in opposition to the proposed development, and made the following comments:

- the building height should be reduced and greater building setbacks to neighbouring properties considered;
- the development will result in more traffic for the area;
- townhouses along Kipling Avenue are acceptable, however the 6-storey building is not; the development should consist entirely of townhouses;
- the proposal is not in keeping with the area;

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- redevelopment of the area is needed, but it should be done properly and with input from area residents;
- the lands should be maintained and developed for medium density purposes;
- one of the properties was the home of the first Woodbridge School (1800's) and should be recognized by a historic plaque; and
- the existing trees on site should be maintained.

The recommendation of the Committee of the Whole to receive the Public Hearing report of June 8, 2005, and to forward a comprehensive report to a future Committee meeting, was adopted by Council on June 15, 2005.

Community Meeting - September 15, 2005

In response to the concerns raised at the Public Hearing, the applicant scheduled a Community Meeting, which was held on September 15, 2005 at the Vaughan Public Library. The invitees included nearby residents, the affected Ratepayer Groups and individuals representing the Owner. At the meeting, the applicant tabled a revised plan, which included a 4-storey residential condominium apartment building and semi-detached dwelling units along Kipling Avenue. The same issues related to traffic, security, noise and built form were discussed. Some residents opposed the development, while others were in support of the redevelopment, but had concern with the built form and the proposed setbacks to the adjacent properties.

Community Meeting - March 30, 2006

In the past month, the applicant has been working with the Development Planning Department to facilitate a new plan for the subject lands that would provide for a better development proposal. On March 30, 2006, the applicant scheduled a Community Meeting at which time they tabled a new plan. The new plan was much different from the original plan as it provided a large amenity area (court yard) abutting Kipling Avenue, a higher building, and a new road alignment (see Attachment #2).

The invitees included nearby residents, the affected Ratepayer Groups, individuals representing the Owner, and City representation. The new plan was generally accepted by the residents, and the overall response was positive. However, there still continue to be some concerns raised regarding the height, density and setback. In particular, the owner of the property to the south continued to discuss the issue of setbacks and indicated that the original proposal provided less of an impact to his property. Issues of sun/shadow effect were also raised by several of the residents. The applicant has indicated that the setback has been increased from 3m (10ft) to 6m (20ft) and that the planting of a mature tree line will provide additional privacy.

The Friends of the Village Group also attended and gave a brief history of the former Woodbridge School site (8048 Kipling Avenue) and its importance to the community. The group suggested that an area be incorporated in the development to pay homage to the School history. The applicant said he has already decided to set aside an area, but would be willing to work with the group to further enhance this area.

Ontario Municipal Board (OMB)

On November 25, 2005, the applicant appealed their Official Plan and Zoning By-law Amendment Applications (Files OP.05.011 and Z.05.019, respectively) and Site Development Application (File DA.05.057), to the OMB pursuant to Sections 22(7), 34(11) and 41(12) of the Planning Act, respectively, on the basis that Council failed to make a decision respecting the subject

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applications within the time frames stipulated under the Act. An OMB pre-hearing is scheduled for April 12, 2006 to deal with preliminary and procedural matters.

Land Use Status

a) Provincial Policy Statement (2005)

The subject applications were commenced after March 1, 2005 and are therefore subject to the 2005 Provincial Policy Statement (PPS). The PPS encourages the focus of new growth to urban areas and promotes:

- i) efficient, cost effective development, and land use patterns;
- ii) avoid the need of unnecessary and/or uneconomical expansion of infrastructure;
and
- iii) support intensification and redevelopment.

The PPS also promotes a full range and mix of housing types and densities to meet projected demographic and market requirements of current and future residents, for a time horizon of up to 20 years. The proposal is consistent with the Provincial Policy Statement.

b) York Region Official Plan

The Regional Official Plan identifies the subject lands as an "Urban Area" served by major transportation corridors and transit systems. Objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the policies in the Regional Official Plan.

The Region of York Planning and Development Services Department has reviewed the Official Plan Amendment application and have indicated that it is consistent with the Regional Official Plan policies to direct development to existing built-up portions of urban areas, provide a wider range of housing options, and accessibility to existing and planned transit services.

c) Woodbridge Community Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), which permits single-detached, semi-detached, quadplex, and street, block and stacked townhomes, and other building forms that do not exceed the maximum permitted density of 35 units/ha. The Official Plan further requires that the housing type abutting Kipling Avenue be single-detached dwelling units. The proposed development consists of a 5-storey condominium apartment building, 14 semi-detached units and 1 detached unit at an overall net density of 132 units/ha.

OPA #356 requires that prior to the development of any medium density uses on the lands to the west of Kipling Avenue that a neighbourhood plan be submitted for Council's approval. Although the applicant is proposing to redesignate the subject lands to "High Density Residential", the applicant has prepared a concept plan as shown on Attachment #6 for the lands bounded by Kipling Avenue to the east, the CPR Tracks and Rainbow Creek to the north and west, and Woodbridge Avenue to the south.

A specific policy of OPA #356 (Kipling Avenue Corridor Plan), requires that for any residential development on lands adjacent to, or in the vicinity of existing industrial uses, the City shall be satisfied that there are no unacceptable environmental or land use impacts. The applicant has submitted a Phase One and Two Environmental Study prepared by Toronto Inspection Ltd. in support of the development applications. The studies have been reviewed and are acceptable to the City's Engineering Department.

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A Traffic Study was also submitted to the Engineering Department for approval. Any other studies required for this development, such as noise, parking and a heritage assessment study shall be submitted prior to site plan approval.

Proposed Concept Plan

The proposed development is comprehensively designed as it assembles four separate land holdings in a manner that can easily integrate with potential future development to the south and north. A policy of OPA #240 (Woodbridge Community Plan) requires that all "High Density Residential" development be subject to site plan control, which will ensure among other things, that adequate on-site parking, amenity area, setbacks, landscaping, parking and internal road widths are provided for the specific development.

The Owner has provided a concept plan shown on Attachment #6, which identifies a potential framework for future development within the Kipling Corridor Area. The current neighbourhood fabric is shown on Attachment #5 and depicts an area that is sparsely developed and underutilized. The proposed concept plan depicts a plan based on a mix of high and low density development. The traffic study submitted by the Owner supports the proposed development. However, given that this application is the first of its magnitude, a cautionary approach should be taken with respect to the development of the overall area. The cumulative impact of increased densities in the Kipling Avenue Corridor Area should be reviewed on a comprehensive basis to determine the appropriate land use and density that can be supported by the area infrastructure. For this reason, a recommendation has been included directing the Planning Department to prepare a Terms of Reference for a Land Use Study including the delineation of an appropriate area boundary.

Zoning

The subject lands are zoned R3 Residential Zone and M1 Restricted Industrial Zone by By-law 1-88, as shown on Attachment #1. A Zoning By-law Amendment application to rezone the subject lands from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone has been filed to facilitate the proposal.

Based on the conceptual site plan shown on Attachment #2, the following zoning exceptions are required to implement the proposal:

- permit a minimum lot area of 75.2m²/unit, whereas 80m²/unit is required based on a total of 117 residential units;
- permit a minimum of 198 parking spaces for the site, whereas 209 spaces are required; and
- permit a minimum rear yard and front yard, setback of 3m, whereas 7.5m is required, respectively.

The zoning exceptions required to implement the proposal may change through the site plan approval process. The implementing zoning by-law will not be enacted until such time as Council approves a final site plan.

Planning Considerations

i) Surrounding Area Context

The subject lands are located on the west side of Kipling Avenue and north of Woodbridge Avenue, just outside the Woodbridge Core Area, which has been undergoing intensification primarily in the form of mixed-use commercial/high density residential development. The Kipling Avenue corridor within the vicinity of the subject lands (east and west sides) is developed with

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industrial uses, institutional uses and with detached dwellings some in various states of repair and some of which, are used for home occupation purposes. Many of the structures in the vicinity of the subject lands are older and may have some historical or architectural significance, and therefore, new development or redevelopment should be considered with input from the City's Cultural Services Department and Heritage Vaughan.

The lands located south of Porter Avenue, on the west side of Kipling Avenue and abutting the subject lands and the CPR lands are potentially the most affected by the proposed development of the subject site. This area is generally characterized by older homes, industrial uses utilizing machinery and large trucks, and lots with unattended outside storage. The general overall condition of this area, and mix of current uses is of concern since the area is located just outside the Core Area on Woodbridge Avenue and its proximity to newer single family detached neighbourhoods and future high quality development proposals to the north and south.

ii) Woodbridge Core Area

The Woodbridge Core Area is primarily centred along Woodbridge Avenue located in close proximity to the Kipling Avenue Corridor Area and is experiencing redevelopment in the form of higher density development. The building heights in the Woodbridge Core Area range between 4 to 7-storeys and many developments include ground floor commercial uses.

The Woodbridge Core Area is the primary focus in a broader community context identified to accommodate higher residential densities and built form. As noted, buildings in the range of 4-7 storeys are being developed in the Woodbridge Core Area and accommodate a range of commercial uses.

The Kipling Avenue corridor should be a secondary focus area accommodating densities and built form somewhat higher than currently permitted, however, lower than the Woodbridge Core Area. In consideration of the above, development within the Kipling Avenue Corridor Area should be limited to a maximum of 5 storeys, a building height of 14m, and where possible an element of lower density uses should be incorporated, and exclude ground floor commercial uses. In addition, the appropriate environmental, traffic and urban design studies should be submitted in support of development applications located within the Kipling Avenue Corridor Area. A Land Use Study will determine the appropriate development level including height, densities and built form.

iii) The Kipling Avenue Corridor Study

At the July 13, 1988 Public Hearing, in considering an application by KCI Development Corporation (File Z.159.86) for a mixed use retail and residential apartment use on 8026 and 8018 Kipling (part of the lands subject to these applications), Council directed the Planning Department to undertake a Kipling Avenue Study to determine the best use for lands located within the corridor in the hope of revitalizing this area of Woodbridge and eventually phasing out the existing industrial uses. In 1991, Council adopted OPA #356 (Kipling Avenue Corridor Plan), which implemented the recommendations of the Study.

The Kipling Avenue corridor was separated into three Zones (1, 2 and 3) as shown on Attachment #7. The recommendations of the study, in part, suggested that Zones 1 and 3 be predominantly low density residential in character, while Zone 2, which includes the subject lands, be designated "Medium Density Residential" with a provision to maintain detached homes along Kipling Avenue. Since the adoption of OPA #356, minimal development, redevelopment and reinvestment has occurred within the Amendment Area, and where it has occurred, it is primarily concentrated in the northly portion of the Amendment Area. The increasing number of public inquiries about redevelopment on Kipling Avenue, and the number of applications for official plan and zoning changes indicates that parts of the Kipling Avenue Corridor is in transition and under pressure for

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redevelopment, typically at higher densities. In order to manage this development pressure, a comprehensive review of the area should be undertaken through a land use study, to determine the appropriate land use(s) and scale of development.

In light of the existing land uses in the area, the limited success of OPA #356 to provide a catalyst for redevelopment, Provincial and Regional policies supporting intensification, and the increasing requests for amendments of the Official Plan and Zoning By-Law in the area, the opportunities for higher densities and alternative housing forms within this area appear to be warranted.

Preliminary Site Design and Elevations

The subject lands are relatively flat, with 110m frontage on Kipling Avenue and a rear yard abutting the CPR Spur Line. The applicant is proposing different built forms on the subject site, including detached and semi-detached dwellings and an apartment building, as shown on Attachment #2. A main east/west driveway from Kipling Avenue serves the entire development and with the potential to extend north and south providing connection opportunities for future development on the adjacent lands.

The 5-storey building, as shown on Attachment #4 is located on the southerly portion of the site, and proposed to be constructed using a combination of stone, brick and stucco as the predominant wall cladding materials. Glazing in the form of windows and balconies interrupt the facades. The height of the proposed building is approximately 13.5m, at the roof line. Visual architectural interest for the 5-storey building is achieved by stepping the building back at certain points and introducing different wall cladding materials.

The preliminary elevations proposed for the detached and semi-detached dwellings (Attachment #3) incorporates some of the architectural elements from the 5-storey building, including similar balconies along the front elevations and construction materials. The applicant has provided a gable roofline for these units, consistent with existing built form and architecture in the area. Stone and stucco have been introduced as the main wall cladding materials. Additional architectural treatments along the front elevation is recommended to improve the elevations.

The Development Planning Department recommends that the single detached unit (Unit #15) located at the northwest corner of the site be frozen, until such time that a road connection can be provided with the adjacent lands to the south to provide for appropriate turn around movement for snow and emergency vehicles. Once this occurs, the turn around can be removed, and the single-detached unit can be developed.

Preliminary Site Plan Issues

The following identifies some preliminary site plan issues that should be reviewed and addressed upon consideration of the Site Development Application:

- the proposed parking is deficient and therefore, a parking study may be required;
- a visitor parking area for the semi-detached units and residential apartment condominium should be identified on the plan;
- the lack of rear yard amenity area for the building;
- the amount of amenity area provided must be confirmed;
- architectural control guidelines should be submitted and approved to the satisfaction of the City;
- a proper turn-around for emergency vehicles and snow removal trucks is required; and
- the location of the loading space, should be reviewed.

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The proposed elevations shown on Attachments #3 and #4 are preliminary, however the scale and massing of the proposed development should be compatible with the surrounding lands. The predominant factors that will determine the scale of a building are its height, size, location on the lot, and architectural treatment, including door and window openings, roof shapes, balconies, and porticoes. The proposed building design is 5-storeys in height with an average building height of approximately 13.5m. The height of the building, and its design and construction must be reviewed in the context of the scale, massing and built form of the adjacent lands. During the Site Plan approval process, other issues such as the appropriate amenity area, building setbacks, number of parking spaces, and buffering to adjacent properties, will be examined.

It is recommended that prior to Council's consideration of the site plan, the applicant should submit Architectural Design Guidelines to the City for review and approval respecting the subject lands, which will assist to guide future development in the area.

Department/Agency Comments

Servicing

Water and sanitary servicing capacity must be identified and allocated by Council to service this development. The availability of servicing will be reviewed through the site development review process. If servicing is unavailable at that time, the implementing zoning by-law will include the Holding Symbol (H), if approved. The Holding Symbol (H) will be removed upon Council's allocation of servicing to the development.

The Engineering Department advises that a storm water management report must be submitted in support of the site development to ensure that there is an acceptable outlet for storm water run-off from the subject site. A noise report is also required to be submitted.

The Engineering Department has also indicated that a 3.0m road widening is required along Kipling Avenue frontage.

Environmental

The applicant has submitted Phase One and Phase Two Environmental Studies, prepared by Toronto Inspection Ltd., in support of the development applications. The studies were reviewed and have been approved by the Engineering Department.

Parking, Access and Traffic

The subject lands are located outside of the Woodbridge Core Area, however some of the principles of OPA #440 respecting parking and access could serve as useful guides when considering development applications in the Kipling Corridor.

The Woodbridge Core Area Guidelines encourage the consolidation of driveways along Woodbridge Avenue and Kipling Avenue, the concealment of surface parking, and the provision of vehicular links. The proposed site plan shown on Attachment #2, identifies one access point on Kipling Avenue into the site and leading to an underground parking garage, private driveways, and to a central pick-up and drop-off location. The driveway is designed in a manner that allows potential future road connection opportunities for adjacent lands to the south via the CPR spur line. The underground and surface parking areas are all accessible via a driveway ramp and are located away from Kipling Avenue. The necessary easements should be provided through the site development agreement in favour of the adjacent landowners in order to maintain opportunity for future connectivity. The Engineering Department will review the proposed driveway location, access and parking layout designs as part of the site plan review process.

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The preliminary site plan proposes 198 parking spaces to serve the condominium apartment building, and the semi-detached and detached dwelling units. The majority of the parking spaces for the condominium apartment building are located in a shared underground garage, and the semi-detached and detached units utilize private garages. By-law 1-88 requires the minimum number of parking for the proposed development to be calculated as follows:

Condominium Building (102 residential units x 1.5 spaces)	=	153 spaces
Residential Visitor Parking (102 units @ 0.25 spaces/unit)	=	<u>26 spaces</u>
		179 spaces
 Semi-Detached and Detached Units (15 units @ 2 spaces/unit)	=	<u>30 spaces</u>
 Total Parking Required	=	209 spaces

Based on the preliminary site plan, the proposed parking supply is deficient by 11 spaces (5.2%), which is created primarily by the condominium building. The minimum required parking will be reviewed and approved by the Engineering Department, prior to the enactment of the implementing zoning by-law and site plan approval.

The applicant has submitted a Traffic Impact Study in support of the original development consisting of a 6-storey, 140 unit condominium building and 17 townhouse units. The study was reviewed by the Engineering Department and determined to be acceptable. The revised proposal is for a smaller building with fewer units. The Engineering Department will confirm whether a revised traffic report is required through the review of the site plan application.

Heritage

The Cultural Services Department has reviewed the proposed development and have indicated that the subject lands do not contain any buildings on the City of Vaughan’s Listing of Buildings of Architectural and Historical Value (revised and approved June 2005). Therefore, the Cultural Services Department has no objection to the demolition of the existing buildings on the subject lands.

The Friends of the Village have indicated that the subject lands have been neglected by numerous Owners over the past 20 years and support the redevelopment of these lands, provided the number of units approved is acceptable and the height of the building and its design is sympathetic to the surrounding historic village atmosphere. The Group has further indicated that 8048 Kipling Avenue was the site of the first Woodbridge Public School. The site is heavily treed and includes 4 mature trees, including a 50 year old Oak of Windsor presented to the village at the time of Coronation of Queen Elizabeth II, and they recommend that this wooded area be protected and donated to the City of Vaughan. The applicant has indicated that should this site be identified as being historically significant, that a feature/plaque identifying its importance should be incorporated into the development.

Canadian Pacific Railway Company (CPR)

The Canadian Pacific Railway owns a strip of land approximately 1ha in size along the west limit of the subject lands, which have been determined to be surplus. CPR is concerned that the current proposal does not appropriately consider the possibility of incorporating the adjacent lands into the proposed development, and with the rear yard setback from the property line adjacent to the CPR spur line, and that CPR should have been consulted to provide input into the Conceptual Neighbourhood Plan. The concept plan shown on Attachment #6 identifies a road and some low/medium density residential uses on the CPR lands. The applicant does not require the CPR lands to facilitate the proposed development, however, the incorporation of all or part of

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the CPR lands could benefit the overall site plan in terms of providing additional amenity area and facilitating future road connection potential as shown in the concept plan on Attachment #6. The CPR land has frontage onto Woodbridge Avenue and could potentially develop on its own, but consideration should be given to the redevelopment of the CPR lands together with the subject lands and other abutting lands, should Council support the initiation of a land use study for the Kipling Avenue Corridor.

Region of York

The Regional Planning Department has reviewed the Official Plan Amendment Application and has advised that it is consistent with the Regional Official Plan policies to direct development to existing built-up urban areas, provide a wider range of housing types, and accessibility to existing and planned transit services. Based on their preliminary review, the Official Plan Amendment application has been exempted from Regional approval.

Relationship to Vaughan Vision 2007

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

Conclusion

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), which permits detached, semi-detached, quadplex, and street, block and stacked townhomes, and other building forms that do not exceed the maximum permitted density of 35 units per hectare. The subject lands are located within an area of Kipling Avenue, which is experiencing some development pressure influenced by the changing land use structure of the Woodbridge Community as a whole, Provincial and Regional Policies respecting intensification, and intensification within the adjacent Woodbridge Core Area.

Official Plan Amendment #356, which was approved by Council on July 13, 1988 was intended to revitalize the Kipling Avenue corridor, by providing higher densities for most of the study area. Since its adoption, the area has experienced relatively little redevelopment and many of the existing structures have been neglected and are in disrepair. The Kipling Avenue Corridor area appears to be in transition and redevelopment could initiate a revitalization of the area. The appropriate intensity of development and built form for the area would result in a positive impact to the neighbourhood, which would need to be assessed through a more comprehensive process. The subject application represents the first of this magnitude along this stretch of Kipling Avenue, and therefore, a careful approach must be taken since its approval could set a precedent for the area. In this respect, a Terms of Reference for the preparation of a Land Use Study for the remainder of the Kipling Corridor is being recommended to facilitate the orderly development of the corridor.

The redesignation of the subject lands from "Medium Density Residential" to "High Density Residential" is considered supportable since the current policies have not provided the necessary incentive for redevelopment, and the proposed redesignation may be the catalyst for a revitalization of the area. The Development Planning Department can support a higher density provided the proposed density and built form can be adequately accommodated in terms of traffic, the environmental condition of the site, noise issues, parking and transitional buffering, which must be reviewed to ensure compatibility with the surrounding land uses.

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On this basis, the Development Planning Department can support the approval of the Official Plan Amendment application to redesignate the subject lands from "Medium Density Residential" to High Density Residential to facilitate a proposed 5-storey residential condominium building, 14 semi-detached units and 1 detached unit. The implementing Official Plan Amendment shall include policies addressing heritage preservation, noise, traffic, architectural design and built form to ensure a high quality development that compliments and is compatible with the surrounding land use context.

Attachments

1. Location Map
2. Conceptual Site Plan
3. Conceptual Semi-Detached Elevations
4. Conceptual Condominium Elevations
5. Existing Neighbourhood Context
6. Conceptual Neighbourhood Plan
7. Kipling Avenue Corridor Study Area

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 26, Report No. 21, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 24, 2006, as follows:

By approving the proposed street names for Street "Z" and Street "AV".

26

**STREET NAME APPROVAL
BLOCK 12 COMMUNITY PLAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names for the Block 12 Plan BE APPROVED:

<u>STREET</u>	<u>APPROVED NAME</u>	<u>PROPOSED NAME</u>
Street 'Z'	Lady Tiara Crescent	Rivermill Crescent
Street 'AM'	Queen Filomena Avenue	McNair Creek Avenue
Street 'AV'	Sir Stefano Avenue	Luca Avenue

Economic Impact

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

Background

The Block 12 Community is bounded by Dufferin Street to the west, Major Mackenzie Drive to the south, Bathurst Street to the east and Teston Road to the north, as shown on Attachment #1.

Street names for the Block Plan shown on Attachment #1 were approved by Council on June 15, 2005. The applicant has submitted new street names for Streets 'Z', 'AM' and 'AV', as identified in the recommendation. The Planning Department for the Region of York does not have any objections to the proposed names.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has no objection with the revised street names for the Block 12 Community Plan.

Attachments

1. Block 12 Community Plan

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209

/CM

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

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Item 27, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

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**OFFICIAL PLAN AMENDMENT FILE OP.05.002
SPRINGSIDE GARDENS ESTATES CORP.
TECHNICAL REPORT**

(Referred from the Council meeting of April 10, 2006)

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated April 3, 2006, be approved subject to deleting Clause 1. i) e); and
- 2) That the following be approved in accordance with the memorandum from the Commissioner of Planning, dated April 12, 2006:

“That the recommendation in the report of the Commissioner of Planning for File OP.05.002 (Springside Gardens Estates Corp.), dated April 3, 2006 (Item 36, Report #18) be modified by deleting Clause 1. i) e) and that the provision of an ecological buffer be implemented as discussed in this memorandum and implemented through the zoning by-law and site development agreement.”

Council, at its meeting of April 10, 2006, adopted the following:

That the following be approved in accordance with the memorandum from the Commissioner of Planning, dated April 7, 2006:

“That further consideration of File OP.05.002 (Springside Gardens Estates Corp.) be referred to the April 18, 2006 Committee of the Whole meeting in order to allow the applicant and the Development Planning Department additional time to address the issues identified by the Committee of the Whole.”; and

That the written submission from Mr. Barry A. Horosko, Bratty and Partners, 7501 Keele Street, Suite 200, Vaughan, L4K 1Y2, be received.

Recommendation of the Committee of the Whole meeting of April 3, 2006:

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of April 10, 2006, to provide an opportunity for the applicant to meet with staff to resolve the outstanding issues identified; and
- 2) That the deputation of Mr. Barry Horosko, Bratty & Partners, on behalf of the applicant, be received.

Report of the Commissioner of Planning, dated April 3, 2006

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.002 (Springside Gardens Estates Corp.) BE APPROVED, on the following basis:

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- i) That the implementing Official Plan Amendment shall:
 - a) redesignate the northerly portion of the subject lands to “Medium Density Residential-Commercial”; and the southerly lands to “General Commercial in the manner shown on Attachment #2;
 - b) include specific policies to implement the proposed mixed-use commercial/residential and office uses and provide for a maximum of 59 residential units on the subject lands;
 - c) include the specific noise related clauses for the residential uses as imposed by the Ontario Municipal Board in site-specific OPA #626 and identified in this report;
 - d) require a minimum separation distance of 150m between the north rail of the pullback track and a residential use, consistent with the OMB decision which implemented OPA #626;
 - e) require that a 10m ecological buffer abutting the valley be provided in accordance with Council policy;
 - f) require that the open space (valley) lands be dedicated to the Toronto and Region Conservation Authority (TRCA) or the City free of all cost and encumbrance;
 - g) include urban design policies as outlined in this report to guide future development; and,
 - h) require that the noise warning clauses recommended in the final noise study be included in all agreements of purchase and sale or lease.
 - ii) The implementing Official Plan Amendment shall not be adopted until the Region of York has provided a final approval of the traffic study.
2. THAT the Ontario Municipal Board BE ADVISED THAT COUNCIL ENDORSES replacing the balance of OPA #607 with a site-specific Amendment, to implement Official Plan Amendment File OP.05.002 (Springside Gardens Estates Corp.).

Economic Impact

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

Purpose

The Owner has submitted an Official Plan Amendment Application to redesignate the subject lands shown on Attachment #1 from “General Commercial (Special Policy)” under OPA #607 (adopted by Council and before the Ontario Municipal Board) to “Medium Density Residential – Commercial” and “General Commercial” as shown on Attachment #2, with the required site specific policies to implement the proposed plan.

The Owner has also submitted a corresponding Zoning By-law Amendment Application (File Z.05.007) to rezone the subject lands from A Agricultural Zone to RA3 Apartment Residential Zone and C4 Neighbourhood Commercial Zone with the required site-specific exceptions to implement the final approved site plan. The Zoning By-law Amendment Application will be considered at a future meeting of the Committee of the Whole.

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The applications will facilitate the development of the subject lands having a lot area of approximately 4.873 ha with the following:

- six(6) two-storey, mixed-use buildings comprised of approximately 6,846m² ground floor commercial uses with a total of 59 residential dwelling units on the second floor; and
- a three-storey office/commercial building having a gross floor area of approximately 10,110m².

A proposed conceptual site plan is shown on Attachment #2.

Background - Analysis and Options

The 4.873ha site shown on Attachment #1 is located at the southeast corner of Jane Street and Springside Road, in Lot 17, Concession 4, City of Vaughan. The site is relatively flat and is currently undeveloped.

The Committee of the Whole, at a Public Hearing held on May 16, 2005, considered applications to amend the Official Plan and Zoning By-law to redesignate and rezone the subject lands to facilitate a development comprised of 3 eight-storey condominium buildings with approximately 450 units, and a three-storey mixed-use commercial/office building having a total gross floor area of approximately 13,500 m². The Owner subsequently amended the applications to reflect the current proposal.

The surrounding land uses are:

- North - Springside Drive; stormwater management pond (OS1 Open Space Conservation Zone) and Maple High School (R4 Residential Zone)
- South - CN pullback track (M3 Transportation Industrial Zone) and vacant land (C1 – H General Commercial Zone with the Holding Symbol “(H)” and RA3 Apartment Residential Zone)
- East - valleyland (OS1 Open Space Conservation Zone) and townhouses (RM2 Multiple Residential Zone)
- West - Jane Street; automobile dealership (C1 Restricted Commercial Zone and C1(H) Restricted Commercial Zone with the Holding Symbol “(H)”), and Paramount Canada’s Wonderland (TPC Theme Park Commercial Zone)

On November 11, 2005, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, and to the Maple Landing Ratepayers Association, Paramount Canada’s Wonderland, CN Rail and those individuals on file having expressed interest in the applications. A letter has been received from CN providing the following comments:

“CN has strong concerns with respect to the introduction of residential uses in proximity to our MacMillan Yard pullback track, which is an integral part of the rail yard and is in fact the most important trackage in the entire 1,100 acre operation. MacMillan Yard is the largest rail yard in Canada and one of the busiest in North America. Approximately 1,000,000 cars per year are classified in the Yard, using the pullback track.

Residential uses are fundamentally incompatible with the rail yard operations. In accordance with Ministry of the Environment and CN Guidelines, residential uses should be separated a minimum of 300m from rail yards, which are classified as Class III industrial facilities.

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The Province, with the updated Provincial Policy Statement and the proposed Greater Golden Horseshoe Plan, has become acutely aware of the need to protect significant transportation infrastructure from incompatible development and of the need to protect the integrity of such facilities for their goods movement function. There is stronger Provincial direction and policies in this regard.

CN strongly supported the City in their opposition to the development on the south side of the pullback track and strongly supported the City's comprehensive land use planning study for the area, which culminated in OPA #607, containing policies for commercial/industrial uses for the subject property. CN continues to strongly support the City's comprehensive planning analysis and the intent and policy direction established in OPA #607 for the subject property."

Planning Considerations

i) OPA #607 and Ontario Municipal Board (OMB) Decision

In February 2004, the City initiated the "North East Jane Rutherford Study", a Secondary Plan Study for the portion of Vaughan Centre lying east of Jane Street as required by OPA #600. The study area was approximately 20.3 ha in size and split into two halves by the CN pullback track. The study recommended that residential uses were generally not appropriate because the lands were isolated from the existing residential communities, the hostile pedestrian environment, and the impact of the pullback track. The study did allow for residential uses as an alternative use located at the southwest quadrant of the lands, subject to certain criteria.

Based on the Study recommendations, Council adopted OPA #607 on June 28 2004, and the Region of York on September 10, 2004, issued a Notice of Decision approving the Amendment. On September 23, 2004, Davis & Company, acting on behalf of Jane-Ruth Developments Inc. (lands on the south side of the CN pullback track) appealed OPA #607 to the Ontario Municipal Board stating that the Amendment is contrary to applications filed with the City respecting their lands. The Jane-Ruth applications proposed high-density residential uses on the portion of the OPA #607 lands lying south of the CN pullback track.

The Ontario Municipal Board issued Decision Order #1815 on November 23, 2004, following a lengthy hearing, which included evidence from three noise experts, three land use planners and other experts with respect to the appropriateness of high density residential uses on the Jane-Ruth lands. In its approval, the OMB concluded:

- there is no generally applicable planning principle, or characteristic inherent in the operation of a rail yard that renders all adjacent land uses subordinate to it in terms of planning;
- the high density residential and commercial uses proposed by Jane-Ruth conformed to the intent and vision of the Region of York Official Plan and Vaughan Official Plan;
- the high density residential uses on the Jane-Ruth lands are preferable to hotel or commercial uses proposed by OPA #607, in part because of the absence of residential uses which had developed in OPA #600 within Vaughan Centre;
- a maximum density of 2.7 times the lot area, 200 units per hectare, and a 16 storey building height is acceptable;
- that the Ministry of the Environment Guidelines are guidelines only, and are neither law, nor regulation, nor policy and should not be considered or treated as such;
- that the activities on the pullback track should be assessed independently of the rail yard;
- the minimum height for a commercial building adjacent to the pullback track should be 3-storeys and that a minimum 6m high berm and fence combination be constructed along the common property line;

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- that a 150m separation distance between the residential uses and the pullback track is acceptable subject to the noise mitigation measures prescribed by the Board; and,
- that the Official Plan Amendment refer to Tables LU-131 of the Ministry of the Environment Guidelines, and that there will be no provision for a 5db (decibel) excess.

The OMB on April 19, 2005 issued an amending Decision Order (#0982) after hearing from the parties and one additional noise expert on behalf of the City, respecting certain matters requiring clarification. The amending OMB Order provides for the following:

- the 150m setback from the south rail of the CN pullback track applies to the residential buildings, not the residential zone boundary;
- that there must be a substantial intervening land use on the commercial lands and that development on the commercial lands must be configured so that the buildings can provide some shielding of the residential grounds from unacceptable levels of noise from the CN pullback track; and,
- the deletion of the requirement for a three-storey commercial building.

The OMB's decision was implemented by OPA #626, which was adopted pursuant to the OMB Order on April 28, 2005. OPA #626 includes the following policies with respect to noise on the Jane-Ruth lands:

- “i) Residential buildings shall be setback a minimum of 115.5m, measured perpendicular from the northerly property line of the Amendment area, which is the equivalent of 150m from the south track of the CN pullback track. Residential buildings within the Amendment area shall be air-conditioned and contain a warning clause on Title indicating possible disturbance of outdoor activities, in accordance with the recommendations of a noise report.

Notwithstanding the foregoing, underground parking structures may be located within the 115.5m setback.

- i) The proponent of development on the subject lands will be responsible for attenuating noise from the pullback track at residential receptors in the development.
- ii) Noise studies and design of noise attenuation measures shall be based on the noise criteria of MOE publication LU-131, "Noise Assessment Criteria in Land Use Planning", October 1997, including the Annex to LU-131, with the following supplementary clarifications:
 - i. the applicable noise criteria for Transportation Sources are contained in Section 3 of LU-131, including Tables 1, 2, 3 and 4;
 - ii. the applicable noise criteria for Stationary Sources are contained in Section 4 of LU-131, including Tables 5, 6 and 7;
 - iii. the pullback track shall be treated as a "Stationary Source";
 - iv. the 5dba flexibility suggested in LU-131 shall not be permitted in the calculation of noise levels at the plane of window.
- iii) Where needed, for compliance with the stationary noise source criteria set out in LU-131, the construction of the apartment buildings will incorporate balconies that are enclosed to act as a barrier to the sound experienced on the balconies and at adjacent living room and bedroom windows.

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The analysis and design for the architectural details shall take into account the full frequency spectrum characteristics of the diesel locomotive sound sources, in accordance with good engineering practice and the noise guidelines.”

The Owner is proposing to incorporate the same policies into the implementing documents for the proposed development, if approved. In addition, the Owner is proposing to designate the lands closest to the pullback track “General Commercial”, which does not permit residential uses.

The Ontario Municipal Board, by approving OPA #626 and By-law 277-2005, has formally changed and substantially altered the land use regime proposed by OPA #607 for the entirety of the lands lying south of the CN pullback track. Springside Gardens Estates Corp. owns the last undeveloped parcel within the OPA #607 Plan boundary. The Official Plan Amendment application and related zoning amendment application would facilitate the development of the subject lands with primarily office and commercial uses and 59 residential units consistent with the noise policies and criteria imposed by the OMB in OPA #626 and By-law 277-2005 for the high density residential development located south of the pullback track.

The OMB’s decision weakens key assumptions in the “North East Jane Rutherford Study”, particularly as it relates to the minimum separation distance requirement between a residential use and the pullback track. In addition, the subject lands are not isolated from the existing residential community to the north and east, but instead represent a logical extension and completion of the community lying north of the pullback track and east of Jane Street and an intensification opportunity to respond to applicable Provincial and Regional policy. As a result of the OMB approval, the only remaining developable parcel in OPA #607 is the subject land owned by Springside Gardens Corp.

In view of the considerable evidence considered by the OMB and its findings respecting the appropriateness of residential uses in the context of the pullback track, Provincial and Regional policy, and the surrounding land use context, which includes existing and approved residential development less than 300m from the pullback track, the Official Plan Amendment application to permit residential uses on the north side of the pullback track is considered appropriate subject to the implementing Amendment including the same noise policies as OPA #626 (identified above).

The proposed development includes 59 residential units located above the ground floor commercial uses in a two-storey built form. The residential component of this application is less intense than that approved on the Jane-Ruth lands both from a density and building form perspective and only marginally increases the number of residential units already existing or approved within 300m of the pullback track. Furthermore, the Owner is proposing to construct a substantial intervening land use in the form of a three-storey office commercial building.

ii) Policy Context

The review of existing provincial and regional policy context that indicates the proposed development form is appropriate in terms of location, form and density and responds to matters such as providing for a range/mix of residential uses and promoting transit supportive uses. The York Region Official Plan includes goals and policies that promote a mix of housing types, supports compact communities and establishes corridors to link urban centres. The proposed development will add to the mix of housing and assist to establish a compact and efficient community.

The Official Plan Amendment Application was commenced January 24, 2005, and therefore is subject to the Provincial Policy Statement (1997). The Provincial Policy Statement (PPS) encourages a mix of residential uses that promote cost-effective development standards to minimize land consumption. Development is to be directed to settlement areas, and land use patterns and densities that support public transit are promoted. The proposed development satisfies these policies.

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iii) Land Use Context

The subject lands are bordered by a storm pond to the north; a valley and existing residential uses to the east; the CN pullback track, commercially designated lands and high density residential uses to the south; and, Jane Street, Paramount Canada's Wonderland and a developing auto park to the west. The proposed development is considered compatible with the surrounding land use context from a use and built form perspective given the applicable planning policy and the recent OMB decision outlined above. The proposed uses are also compatible with land uses that characterize the Jane Street frontage.

CN has advised that they do not support residential uses within 300m of the CN pullback track since the uses are fundamentally incompatible. As noted above, this exact position was tested at a lengthy OMB Hearing respecting the lands immediately south of the same CN pullback track. After considerable noise evidence was provided at the Hearing, the OMB concluded that the appropriate separation distance between the CN pullback track (south rail) and a residential use is 150m. The OMB further approved site-specific policies included in the implementing Official Plan Amendment (OPA #626) and Zoning By-law 277-2005 to guide the approved residential development.

CN has identified that the Province, with the updated Provincial Policy Statement (PPS) and the proposed Greater Golden Horseshoe Plan, have introduced stronger policies to protect significant transportation infrastructure from incompatible development and of the need to protect the integrity of such facilities for their goods movement function. The PPS 2005 applies to all applications, matters or proceedings commenced on or after March 1, 2005. As noted above, the subject Official Plan and Zoning Amendment applications were commenced on January 24, 2005, and therefore PPS 2005 is not applicable, however, the PPS 1997 is applicable. The Places to Grow (PTG) policy document is not in effect at this point in time, regardless, the proposal is considered consistent with the overall objectives of this document.

The proposed development will not impact on the integrity of the pullback track to a greater degree than already exists, given the surrounding existing and approved land use context. Residential uses exist on Parktree Drive, Larissa Court and Hollybush Drive and a residential condominium development (Villa Giardino) was recently constructed all located within 300m of the pullback track. The balance of development along the pullback track includes a sports complex, police station, municipal administration building and works yard, and approved high density residential and commercial uses.

iv) Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. By-law 1-88 does not include a zoning category to facilitate mixed-use commercial/residential development of the nature proposed by this application. Consequently, a site-specific zoning amendment is required to implement the proposed plan. The applicant has submitted Zoning By-law Amendment File Z.05.007, which will be consider at a future Committee of the Whole meeting. If the zoning application is approved, the implementing by-law would be based on an approved site plan and would also incorporate site-specific standards to implement the policies of the Official Plan Amendment, if approved, in a fashion similar to By-law 277-2005. The detailed zoning provisions will be considered in a future Technical Report in association with a detailed site plan.

v) Urban Design

Urban design policies should be included in the implementing Official Plan Amendment, if the application is approved. The policies should be consistent with Section 4.2.2.2 of OPA #600, with additional policies included to address the specific form of development being proposed as follows:

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- i) The development shall establish a distinctive high quality urban environment defined by architecture and landscape treatment. Buildings are encouraged to be sited to create an interesting and attractive streetscape along Jane Street with attention to integration of transit facilities and a high quality streetscape and open space.
- ii) Buildings should be sited to take advantage of the natural amenity of the valley. Private amenity space should be integrated with the valley and pedestrian areas.
- iii) Pedestrian access to buildings will be integrated with adjacent public streets to ensure access is convenient and safe.
- iv) The development shall establish a distinctive and co-ordinated landscape treatment internal to the site.
- i) The development shall provide safe, efficient and convenient vehicular access in a pedestrian-friendly manner.
- ii) The development shall be designed to visually screen and minimize the impact of on-site parking and service areas.
- iii) Separate vehicular access and driveways shall be encouraged for the residential and commercial uses. Mutual or shared driveways shall be discouraged.
- vi) Open Space

The subject lands abut a valley associated with a tributary of the Don River, which is located along the westerly limit of the site. The valley provides a natural feature that is to be protected and sensitively integrated with the proposed development and any stormwater management facility. A clause shall be included in the Official Plan Amendment requiring that the valley lands be dedicated to the Toronto and Region Conservation Authority (TRCA) or the City free of all cost and encumbrance.

The TRCA has reviewed the application and advises that the property is partially located within the Authority's Fill Regulated Area of the tributary of the Don River and is therefore, subject to a TRCA Permit. The Authority has requested that a 10m buffer from the staked features on the site be provided. The Authority is awaiting information from the applicant including a geotechnical study required to confirm the stable top-of-bank in two locations.

On February 13, 2006, Council adopted a recommendation from the Commissioner of Planning, which requires that all future official plan amendments provide a minimum 10m ecological buffer, outside of the development lot or block, adjoining a valley and stream corridor, as part of a public open space system. A clause in this respect shall be included in the implementing Official Plan Amendment, if approved.

- vii) Noise Study

The Owner has submitted a preliminary noise study prepared by Jade Acoustics, dated March 2, 2006 in support of the proposed Official Plan Amendment Application. The noise study concludes that based on the preliminary analysis and taking into account the OMB decision for the residential development to the south of the pullback track, it is feasible to develop the subject lands for the intended uses. A series of noise mitigation measures including specific construction requirements, air conditioning, the requirement for enclosed balconies and warning clauses are recommended to mitigate noise and inform purchasers of the potential noise disturbance.

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In order to mitigate the noise from the CN pullback tracks, the design of the east wall of the second storey residential units in Buildings “B”, “C” and “G” as shown on Attachment #2, should incorporate enclosed balconies. In addition, the south wall of Buildings “B”, “C” and “G” should not include second storey windows. The preliminary study also recommends that prior to final approval of the site plan, that a detailed noise analysis be prepared.

The Engineering Department has reviewed the Noise Study and has provided the following comments:

- The Owner shall satisfy all requirements with respect to noise attenuation and ensure that it is in accordance with the noise attenuation features recommended by the report.
- Mitigation measures are required for the noise exceedance at the north wall of Building “E” due to the existence of a Bell Canada switching hub air conditioning unit. Details shall be provided in the noise report based on the final plans.
- Warning clauses are to be registered on title and be included in Offers of Purchase and Sale for designated lots.
- A detailed noise analysis shall be submitted for review and comment at the final site plan stage as part of the approval process.

viii) Traffic Study

The Owner has submitted a traffic study, prepared by Sernas Transtech, and dated January 2006, in support of the proposed development. The study concludes that the proposed development will have a nominal traffic impact on local roadways and that additional roadway modifications are not required. The study has been forwarded to the Region of York for review and final approval. A condition of approval has been included requiring the Region to approve the traffic study prior to the adoption of the implementing Official Plan Amendment.

Servicing

The Engineering Department has advised that in accordance with the City’s Servicing Capacity Distribution Protocol as adopted by Council on November 14, 2005, servicing allocation capacity for the residential units proposed in this development has not been committed nor assigned at this time and therefore, is not available to support the proposed development concept. The City intends to undertake an annual review of the status of the available and unused servicing capacity and related Distribution Protocol. The availability of servicing allocation capacity for this development proposal may be revisited at that time based on the status of the subject development applications. A Functional Servicing Report must be submitted for review and comment in support of the proposed Official Plan and Zoning applications. The report must address and ensure that the proposed development may be serviced in accordance with all City Engineering Design Standards and Criteria.

If approved, the subject lands will be zoned with the Holding Symbol “(H)”, which will be lifted upon the allocation of servicing capacity for the subject lands. It is noted, that serving capacity is available for the commercial and office components of the development.

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”.

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Conclusion

The Development Planning Department has reviewed the Official Plan Amendment application to facilitate the development of the subject lands with mixed-use residential/commercial buildings and an office building. The subject lands are located within OPA #607, which is currently before the Ontario Municipal Board for final disposition. The Ontario Municipal Board approved OPA #626 and By-law 277-2005 that formally changed and substantially altered the land use regime proposed by OPA #607 for the entirety of the lands lying south of the CN pullback track. As a result, the subject land is the only undeveloped parcel within the OPA #607 Amendment Area.

The application has been reviewed in the context of applicable Provincial and Regional policies and is considered consistent with the overall policy objectives of each. The application is consistent with the Ontario Municipal Board decision, relating to the lands comprising the southerly portion of OPA #607 lying south of the pullback track, and the policies and standards included in the implementing documents (OPA #626 & By-law 277-2005) to address noise mitigation measures for the development. Finally, the application was considered in the context of the surrounding land uses and the proposed development is considered to be appropriate for the subject lands.

In light of the above, the Development Planning Department can support the approval of the Official Plan amendment subject to the conditions and comments in this report.

Attachments

1. Location Map
2. Conceptual Site Plan
3. Memorandum from the Commissioner of Planning, dated April 7, 2006
4. Correspondence from Mr. Barry Horosko, dated April 6, 2006

Report prepared by:

Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 28, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

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**BLOCK 40 SOUTH
BLOCK PLAN FILE BL40.2004
KLM PLANNING PARTNERS INC - AGENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated April 18, 2006:

Recommendation

The Commissioner of Planning recommends that the Block Plan for Block 40 South submitted March 21, 2006 and shown on Attachment 3 BE APPROVED subject to the following:

A) Conditions of Block Plan Approval

The following items are required to be submitted and approved prior to the approval of any draft plans of subdivisions:

General Implementation

- 1) That the timing for the necessary Regional infrastructure/transportation improvements required including the reconstruction and widening of Major Mackenzie Drive to provide for development in Block 40 South must be established to the satisfaction of the City.
- 2) That the final Block Plan, together with supporting reports be revised and updated to reflect modifications arising from the resolution of all conditions identified in the Engineering Department memoranda dated December 19, 2005 and March 14, 2006.

Schools

- 3) That a site of a suitable configuration, size and location be identified for the York Catholic District School Board to provide one elementary school as per existing policies and procedures.
- 4) That prior to draft plan approval, the City of Vaughan provide the York Region District School Board with development phasing plans in order that the first phase school site can be identified.

Transportation

- 5) That a revised Traffic Study be provided to the satisfaction of the Engineering Department.
- 6) That a Transportation Management Plan be prepared to the satisfaction of the Engineering Department.
- 7) That all primary roads in the Block 40 South be located so as to intersect and connect with the approved location of roads in abutting Blocks
- 8) That a detailed traffic calming and control analysis be completed for the primary roads abutting school sites. This analysis and study should examine the feasibility of lay-bys and other solutions to provide safe access to the school site.

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Master Environmental Servicing Plan

- 9) That the MESP be completed, addressing outstanding concerns (as identified in a letter dated December 9, 2005) subject to the TRCA review and approval.
- 10) That preliminary grading information be provided for the Block that demonstrates acceptable lot and road grading can be achieved to the satisfaction of the Engineering Department. Final grading plans will be required as a Condition of Draft Plan approval.
- 11) That an Edge Management Plan be completed for the portions of the Block where development interfaces valleylands and environmental features prior to subdivision approval based on a Terms of Reference prepared in coordination with and to the satisfaction of the TRCA.
- 12) That prior to any draft plans of subdivisions being approved for the west portion of the block, the conditions addressing the protection of the valley and features and sizing of Stormwater Management Pond Blocks be completed to the satisfaction of the TRCA.
- 13) That all outstanding issues with respect to the proposed servicing of the Block 40 South Plan as addressed in the Engineering Department memorandums dated December 19, 2005 and January 9, 2006 respectively, including but not limited to water supply, sanitary sewers, stormwater management, transportation and grading be addressed through revisions and finalization of the MESP to the satisfaction of the Engineering Department prior to the approval of any draft plans of subdivision or site plan control agreements.
- 14) That the post-development hydrologic modeling be revised to reflect future development conditions for the Block 39 lands to the south.
- 15) That a monitoring plan be prepared for the Block for which, at a minimum, the Terms of Reference be established in cooperation with and to the satisfaction of the TRCA; prior to approval of any subdivisions. This monitoring plan should be coordinated with the adjacent active Block Plans on Purpleville Creek. This will include groundwater elevations, fluviogeology stations on Purpleville Creek, and flow monitoring on Marigold Creek.
- 16) That a Restoration Plan be prepared for the main valley and Marigold Creek on the site, including downstream sections identified in consultation with the TRCA and to the satisfaction of the TRCA and that any lot line adjacent to the Marigold Creek Regional Flood Plain be setback at least 10 metres.
- 17) That additional information be provided to the satisfaction of the Engineering Department demonstrating how the Greenbrooke Estates and Millwood Parkway Estates developments within Block 40 South can be serviced in the future, including water supply, sanitary sewers and stormwater management. A future water distribution system for these existing areas shall be identified such that all City criteria may be achieved.
- 18) That the location of the proposed sanitary pumping station and all required servicing related valley crossings shall be approved by TRCA and coordinated with the Block 40 North/47 MESP as prepared by EMC Group Limited dated January 2003.
- 19) That prior to agreement to any servicing a comprehensive sanitary and water servicing plan be prepared in consultation with the TRCA and to the satisfaction of the City of Vaughan.
- 20) That a detailed erosion study be completed for the Block, to the satisfaction of the TRCA.

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- 21) As a condition of Block Plan approval, as per the City's Policy and Procedure for Dealing with Contaminated or Potentially Contaminated Sites, Phase I Environmental Site Assessments and if necessary, Phase II assessments be completed and the findings acted upon in an appropriate manner.
- 23) That prior to the approval of any plans of subdivision or site plan the Environmental Noise Analysis be updated to the satisfaction of the City's Engineering Department.
- 24) A mitigation strategy for the terrestrial resources be prepared to the satisfaction of the City of Vaughan and included as part of the revised Environmental Impact Statement.

Heritage /Archaeological Resources

- 25) As a condition of approval of the Block Plan the applicant provide confirmation that a lot has been reserved for the building located at 3930 Major Mackenzie Drive in the Greenbroke Developments Draft Plan of Subdivision and that the details of how this building will be preserved and restored are submitted and approved by the City's Cultural Services Department.

Urban Design Guidelines

- 26) That the Urban Design Guidelines be approved by the City and specifically address the issues presented in a memorandum dated April 6, 2006.
- 27) That a Landscape Master Plan be approved by the City.

Development Phasing Plan

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

B) Conditions of Draft Plan Approval

The following items shall be addressed as conditions of draft plan of subdivision approval.

- 1) That in accordance with the provisions of OPA No. 600, the City shall confirm the allocation of servicing capacity for the subject lands prior to the approval of any draft plans of subdivision or site plan agreements.
- 2) That a suitable agreement between the City and the landowners group be in place for the acquisition of parkland located on non-participating land owners.
- 3) That the existing natural features for the entire main valley system on the west side of the Block be staked and provided with a ten meter buffer applied in order to protect the integrity of the valley system in accordance with Council's policy, subject to the satisfaction of the TRCA.

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- 4) That the design and conveyance of drainage areas and Stormwater Management Ponds be refined to address outstanding concerns, to the satisfaction of the TRCA, including refining the location and sizing of the Pond Block to not interfere with the valley limits to the west and to address the quality of the pond design located to the east.
- 5) That the south west portion of the valley system, which is identified as potentially historic fill be confirmed by submission of a geotechnical study and a buffer be applied, subject to the satisfaction of the TRCA.
- 6) That the City's required Archaeological Assessment be undertaken prior to the approval of any plans of subdivision and that the report be provided to the Cultural Services Department for review and approval.
- 7) That prior to the approval of a draft plan of subdivision, a Final Lot Grading Plan be submitted that complies with the approved general lot grading plan mentioned in Condition 9 of Block Plan Approval.
- 8) That as a condition of draft plan of subdivision approval, the vegetation units in the numerous hedgerows that have been assessed for possible preservation will be subject to detailed vegetation preservation plans.
- 9) That as a condition of approval of the Greenbrooke Developments draft plan of subdivision a lot be identified for the relocation of the house currently located at 3930 Major Mackenzie Drive to the satisfaction of the City.

Economic Impact

This Block Plan is a major step in the City's development approval process. Its approval will ultimately result in an increase in the City's tax base, and provide additional lands for commercial and residential development.

Purpose

This report describes the proposed Block 40 South Plan, analyses and makes recommendations in the context of the City's planning and development requirements, discusses outstanding matters to be addressed and finalizes the approval of the Block Plan.

Location

The 195 ha subject lands are bounded by Major Mackenzie Drive to the south, Cold Creek Valley lands to the north, Pine Valley Drive to the west and Weston Road to the east. (Attachment 1)

Background, Analysis and Options

Background

1) Block Plan Process to Date

On December 29, 2003, the Block 40 South land owners submitted a Block Plan application proposing a comprehensive development plan. This plan included lands for residential, commercial, school and park uses, along with valley lands, woodlots and stormwater management ponds in response to the requirements of OPA No. 600. During the process revisions have occurred in response to comments received.

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On May 9, 2005, a Public Hearing was held at which the Block Plan was presented. Subsequently on March 28, 2006, a revised Block Plan was submitted to the City. The Plan submitted March 28, 2006 and dated March 21, 2006 is the basis for the comments in this report.

2) Public Consultation

a) Comments Received from the Public

At the public hearing various residents, land owners and ratepayer associations made presentations to the Committee. The Weston Downs Ratepayers' Association provided a letter containing specific comments and areas of concerns. These concerns included.

- a) Millwood Parkway Extension. Would prefer that it not be extended to create a through road.
- b) Interpretation of boundary of estate residential versus low density residential along Weston Road.

b) Neighbourhood Circulation and Consultation

There are two established neighbourhoods adjacent to the proposed development and within the same block. These neighbourhoods are located on Greenbrooke Drive and Millwood Parkway. The property owners adjacent to the subject lands and the ratepayers associations have been consulted and their concerns addressed through the design of the Block Plan. Of specific concern to the residents of these neighbourhoods was the preservation of the estate residential characteristics of their neighbourhoods. The applicant has addressed this by proposing larger lots abutting the existing developments. The Greenbrooke Homeowners' Association has provided a letter of support for the proposed Block Plan and entered into an agreement with the applicant with respect to buffers and lot sizes abutting their properties. It is expected that a similar agreement will be negotiated with the property owners in the Millwood Parkway development. As these agreements are between private parties, the recognition of them is not required as a condition of approval of either the Block Plan or Draft plans of Subdivision.

Planning Context

1) Provincial Policy Statement

The Provincial Policy Statement (PPS) provides guidance with respect to items to consider when approving development. In reviewing a development application for conformity to the PPS many items are considered. The following list provides examples of items that have been considered and incorporated into the Block Plan for the Block 40 South Planning Area:

- a) the mix of uses within the development (residential types, commercial, institutional);
- b) the relationship between the proposed development and the environment
- c) access to required infrastructure;
- d) the proposed development is at an appropriate location for the types of uses contained within it;
- e) the timing of the development is not premature;
- f) the development contributes to providing a suitable supply of lands for housing;
- g) the proposed development provides a suitable mix of housing types and affordability;
- h) the location and future design of open space are accessible and provide for a range of recreational activities;
- i) the development promotes the efficient use of existing water and sewer infrastructure;

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- j) the development considers and promotes an efficient transportation system within the development and between developments;
- k) the protection and enhancement of natural features;
- l) the conservation of heritage and cultural resources; and
- m) the location of hazard lands

In reviewing the development proposal for consistency with the Provincial Policy Statement as required by the Planning Act, the proposed development pattern is generally consistent with policies contained within the PPS.

2) City of Vaughan Official Plan (OPA No. 600)

Block 40 South is within the area defined by OPA No. 600 as the “Vellore - Urban Village 1”. OPA No. 600 provides a framework for development within the Block and the preferred locations for permitted uses within the Block 40 South Planning Area. The proposed Block Plan for Block 40 South generally complies with Schedule B of OPA No. 600 (Attachment 3).

3) Block Plan Approval Process – OPA No. 600

The Block Plan process provides for an ecosystem approach to the development of the Block, which considers infrastructure such as roads, sanitary sewers, water, parks and schools to provide for managed growth, in consultation with various public agencies, stakeholders and ratepayers. The Block Plan process is intended to provide technical details on land uses, housing mixes and densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design and phasing for development of the Block.

To provide servicing infrastructure (i.e., sanitary sewers, water, roads) and community services (i.e., parks, schools), and to fulfill the requirements of the Block Plan process, the participating land owners within the Block 40 South Planning Area have entered into a cost sharing agreement. Lands within the Block that have not been approved through the Block Plan process will be required, upon future receipt of development applications, to prepare the technical reports to support their developments in accordance with the Development Process/Block Plan policies of OPA No. 600.

4) Zoning

Upon approval of the Block Plan, including resolution of the identified conditions of approval, the applicant will begin the subdivision approval process which will be coordinated with the zoning of the lands within Block 40 South. The conditions of approval of the Block Plan for Block 40 South will be addressed prior to the approval of draft plans and zoning for lands within Block 40 South.

5) Existing Conditions

Approximately 80% of the subject lands are currently zoned for agricultural uses. Two woodlots are located within the boundary of the subject lands, one within the southwest portion of the subject lands, adjacent to the Cold Creek valley lands, and a second is located in the central portion of the Block. A significant hedgerow is also located within the western portion of the Block. Residential properties and residential dwellings associated with agricultural operations are located on the remaining portion of the subject lands, mainly located along Weston Road and Major Mackenzie Drive. The surrounding land uses are:

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- North - Cold Creek Valley Lands and existing estate residential development (Greenbrooke Drive)
- South - Major Mackenzie Drive, Block 39 Low Density Residential lands, Medium Density Residential/Commercial
- East - Weston Road, Block 33 –Medium Density Residential/Commercial, Vellore District Centre
- West - Pine Valley Drive, Valley lands, existing estate residential development (Millwood Parkway)

The lands within Block 40 are designated “Medium Density Residential”, “Low Density Residential”, “Valley Lands”, “Tableland Woodlot”, “District Park”, “Neighbourhood Park”, “Secondary School”, “Elementary School”, “Neighbourhood Commercial” and “Stormwater Management Pond”, by OPA No. 600. The lands also form part of Vellore Urban Village 1. The lands are zoned A Agricultural, OS1 Open Space Conservation Zone, OS4 Tableland Woodlot, and RR Rural Residential.

6) Land Ownership

There are a total of 21 landowners within the Block 40 South Planning Area; of these, 14 are participating landowners in the preparation of the Block Plan. These 14 land owners own approximately 88% (170ha) of the 195 ha of the Block 40 South Planning Area.

7) Non-Participating Land Owners

Within the Block there are seven non-participating land owners. In many cases non participating land owners’ properties will be the location of key infrastructure links and land for public purposes. The location of items such as schools, district parks and the extension of Fossil Hill Road on non-participating landowners lands within the Block 40 South Planning Area may impact the phasing and final functionality of the Block Plan. In order to minimize this impact, it will be necessary to ensure that all land owners are “participating” or that suitable plans for the implementation of the Block Plan are in place that consider the non-participating land owners and the impact their lands have on the final implementation of the Block Plan.

Block Plan Proposal

The Block Plan for Block 40 South proposes a development that contains:

- a) Approximately 1950 dwelling units, consisting of approximately 1432 low density units (73%) and approximately 518 (27%) medium density units. The forecast population for the Block 40 South Planning Area is 6435.
- b) A neighbourhood commercial site on Major Mackenzie Drive.
- c) A local commercial site on Weston Road.
- d) Three elementary schools and a secondary school.
- e) Two neighbourhood parks, a district park, and a linear park. (8.7% of land area)
- f) Two tableland woodlots with a combined area of approximately 10 ha.
- g) Northwest quadrant of the Vellore Village District Centre.
- h) Three areas identified for storm water management ponds.

The distribution of land uses is contained within the following table.

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Table 1: Land Use Breakdown, Block 40 South Planning Area

Land Use	Area	Percentage of Land Use
District Centre	9.50	4.85%
Estate Residential	1.25	0.64%
Woodlot	9.96	5.09%
Valleyland	4.35	2.22%
Neighbourhood Commercial	2.37	1.21%
Local Commercial	0.78	0.40%
District Park	7.31	3.74%
Neighbourhood Park	8.17	4.17%
Linear Park	1.61	0.82%
Village Square	0.87	0.44%
Buffer	1.14	0.58%
Storm Water Management	11.53	5.89%
Elementary School	7.26	3.71%
Secondary School	6.47	3.31%
Low Density Residential	71.62	36.63%
Medium Density Residential	13.26	6.78%
Roads	38.37	19.61%
Total Area	195.71	100.00%

Value exceeds 100% due to rounding

The current Block Plan is dated March 21, 2006 and reflects revisions and responses to comments received from various City Departments and external commenting agencies. The Block 40 South Submission includes the Block Plan and the following supporting documentation:

1. Block Plan Report – December 2003 – KLM Planning Partners Inc.
2. Draft Environmental Conditions Report for MESP – Environmental Impact Study for Block 40 – December 2003 – Azimuth Environmental Consulting Inc.
3. Geotechnical Investigation Block 40 City of Vaughan – December 2003 – Geospec Engineering Ltd.
4. Surface Water Resource Report – September 2005 – Schaeffer and Associates Ltd.
5. Municipal Servicing Report – September 2005 – Schaeffer and Associates Ltd.
6. Transportation Study – December 2003 - Paul Hill Consulting
7. Noise Impact Study – December 2003 – Valcoustics
8. Environmental Impact Study - Azimuth Environmental Consulting Inc.
9. Block 40 Urban Design Guidelines – March 2004 – Terraplan Landscape Architects
10. Delineation of the Boundary of the Central tableland Woodlot, Block 40(South) – September 2005 – Dillon Consulting
11. Block 40, Millwood Valley Developments- Woodlot Vegetation Assessment Plan – March 2005 – Aboud and Associates

In addition to the initial submission of items listed above, the applicant prepared and submitted revisions and additional information for most items requested. Based on comments received and accepted practices for processing Block Plans, it was determined that other requested items could be submitted as part of the zoning and subdivision process.

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Analysis

Public Hearing Report – Resolution of Outstanding Issues

A preliminary report identifying outstanding issues and to seek public input was presented at the May 2, 2005 Committee of the Whole Meeting. This report identified items that required specific attention from the applicants. The applicants have submitted additional information in response to the items presented in the Public Hearing Report and comments received from various City Departments and external agencies.

In response to the items presented in the Public Hearing Report, Staff and the applicants reviewed and addressed the following issues such that they do not require additional information to be provided prior to the approval of the submitted Block Plan for Block 40 South:

- a) alignment of Fossil Hill Road between Block 39 and Block 40 South should match;
- b) location of the Neighbourhood Commercial use on Weston Road and its compliance with the policies within OPA No. 600;
- c) interpretation of the limit of the Estate Residential designation south of Greenbrooke Drive along Weston Road;
- d) the acceptance of the secondary school site by the York Region District School Board;
- e) a site of a suitable configuration, size and location be identified for the York Catholic District School Board to provide one elementary school; and
- e) deletion of Millwood Parkway Connection.

Issues Remaining to be Resolved and Recommended Conditions of Approval

Since the Public Hearing of May 2, 2005, additional work and studies have been submitted by the applicant. The following provides a summary of the current status of the identified issues still to be addressed. Those that remain outstanding have been addressed as a condition of approval, as noted in this report's Recommendations. Where additional study is required to fulfill any recommendation contained, any recommendations contained within the required study may be addressed through additional conditions of this approval. Where the additional study has an impact on other conditions, the revision of existing conditions and / or the addition of new conditions may occur to reflect the findings of the required study.

1) Land Use Plan

OPA No. 600, Schedule B (Attachment 2) illustrates the planned development for the Vellore community, including Block 40. The land use pattern within the communities established by OPA No. 600 typically includes the following features:

- a) A centrally located District Centre functioning as the focus of the highest density and concentration of residential and commercial development;
- b) Medium density residential/commercial designations lining major arterial roads to support and encourage public transit ridership;
- c) Low density designations inside each block;
- d) Schools and parks spatially distributed to be conveniently accessible to their catchment areas;
- e) Natural features (valleylands, tableland woodlots) designated for protection;
- f) A grid street network including multiple primary roads east-west and north-south within each block to facilitate traffic circulation and reduce the reliance of local traffic on the arterial network.

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The submitted Block 40 South Plan generally conforms with the land use designations of OPA No. 600 Schedule B (Attachment 2). Some minor adjustments have been made to the locations of schools, parks and commercial sites. Also, the defined limits of the Vellore District Centre were modified by OPA No. 650. However, the proposed land use pattern is largely reflective of the OPA No. 600 secondary plan.

a) Residential Uses

i) Densities

OPA No. 600 includes density policies to ensure that development makes efficient use of land, and establishes sufficient density in appropriate locations to support public transit. OPA No. 600 requires that new community areas achieve an overall net density of 16 – 18 units per hectare in the residential areas. The land use scheme presented is in keeping with the intent of OPA No. 600 with respect to the net density of 16-18 units in residential areas.

ii) Unit Types

OPA No. 600 proposes a ratio of low to medium density units of 60% low density, 40% medium density. The applicant proposes a split of approximately 70% low density, 30% medium density. Due to the configuration of the Block and the developable area of the Block, this reduced ratio of low density to medium density units is acceptable.

b) Commercial Uses

The Block Plan proposes to locate a Neighbourhood Commercial site on Major Mackenzie Drive within the Medium Density Residential/Commercial designation and a Local Convenience Commercial site on Weston Road. The location of the Local Commercial site was identified as an issue in the Public Hearing report. Upon further consideration, it has been determined that no amendment to the Official Plan is required for this site. The location of the Neighbourhood Commercial site complies with the intent of OPA No. 600.

c) Schools

With respect to the location of school sites, the proposed locations, while differing from the locations proposed in OPA No. 600, are located in a similar manner that maximizes connectivity between schools and adjacent parks providing convenient access to the surrounding community.

The York Catholic District School Board has requested that school sites of a suitable configuration, size and location be available to the School Board as per existing policies and procedures. As some of the lands proposed to be provided for schools are owned by non-participating land owners, a condition of Block Plan approval has been included, requiring that the location of all schools be determined and provided.

Similarly, the York Region District School Board has requested that the location and design of an elementary school be approved by the Board prior to the approval of any plan of subdivision or approval of site plan within Phase 1 of Block 40 South. The proposed site is located on a non-participating land owner's property. It is clear from this request that the School Board's concerns should be addressed early in the approval process. Therefore, the Block 40 South landowners group should be required to show how their planned phasing of development will address this request. Therefore, a condition of Block Plan approval has been included requiring that, prior to the approval of any plan of subdivision or amendment to the Zoning By-law, the school site be identified to the satisfaction of the School Board.

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d) Parks

The location and size of parks generally complies with the locations and configuration as envisioned in OPA No. 600. In addition to the network of neighbourhood and district parks within the Block 40 South Planning area, the applicant also intends to create a linear park system utilizing existing hedgerows and other natural features.

The proposed park area conforms to the City's parkland dedication policy requirements. In some instances the park land dedication for the Block is located on property owned by non-participating landowners. A suitable agreement between the City and landowners group should be in place to ensure that the identified lands are transferred to the City. This can be done during the subdivision approval process.

The York Region Catholic School Board has requested that a connection from the school site to the linear park be included in the design of the Neighbourhood Park, located to the north of their proposed site. This item is not required to be included as either a condition of Block Plan approval nor draft plan of subdivision approval, but should be considered during the design process of the park and abutting sites.

2) Transportation

The proposed transportation network consists of two north/south and two east/west primary roads and series of connecting local roads. OPA No. 600 provides for a third north/south road be included in the development of the Block Plan Area. The deletion of this road, Millwood Parkway extension, was commented on at the public hearing by the Weston Downs Rate Payers Association and within the Public Hearing Report by City Staff. The Weston Downs Ratepayers Association supports the removal of the Millwood Parkway extension, and staff can support their position.

However, there are still outstanding items which will need to be addressed to the satisfaction of the City's Engineering Department as a condition of Block Plan approval.

In addition to the items presented in the Public Hearing, the City's Engineering Department has indicated that, in order to facilitate the development of Block 40 South, Regional infrastructure/transportation improvements, including the reconstruction and widening of Major Mackenzie Drive, will be required. The City's Engineering Department is satisfied that these improvements may be addressed through a suitable condition of approval.

The York Catholic District School Board has also expressed concern with respect to the location of their school site and the lack of specific descriptions of the proposed traffic calming and traffic control. These items also have yet to be addressed by the applicant.

Finally, the City's Engineering Department has requested that preliminary grading information be submitted to demonstrate acceptable grades of roads and lots. This condition will need to be addressed in a comprehensive manner that includes all lands within the Block 40 South Planning Area. As this item is comprehensive in nature, it has been included as a condition of Block Plan approval.

3) Woodlots

OPA No. 600 provides a framework for the identification and preservation of Terrestrial (Woodland) resources. Within the Block 40 South Planning Area there are two areas of significance, a tableland woodlot located in the center of the lands and a second woodlot associated with the valley edge to the west.

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The woodlot located at the western edge of the Block 40 South Planning Area adjacent to the valley has been reviewed by Urban Design staff of Development Planning, and by the TRCA, who generally concur with the findings of the landowners' "Woodlot Vegetation Plan". Based on their review of the report and site conditions an "Edge Management Plan" has been requested for the portions of the block where development interfaces with valleylands and environmental features, prior to subdivision approval. The "Edge Management Plan" shall be based on a Terms of Reference prepared in coordination with and to the satisfaction of the TRCA.

In addition to the general comments and recommended conditions the TRCA has identified various features worthy of preservation and protection. The TRCA has specifically requested that the existing natural features for the entire main valley system on the west side of the Block be staked and have a ten metre buffer applied in order to protect the integrity of the valley system.

4) Master Environmental Servicing Plan (MESP)

Based on issues identified through the Public Hearing and circulation process the MESP has been revised. However, there are outstanding items, which include reports addressing concerns related to:

- a) Stormwater management;
- b) Hydrogeology;
- c) Servicing;
- d) Coordination with Block 40 North and Block 47
- e) Development and Infrastructure Phasing Plan;
- f) Soil analysis;
- g) Environmental Noise Analysis; and
- h) Terrestrial resources.

Some of the outstanding items shall be addressed through conditions of Block Plan approval while others will form conditions of subdivision approval. As the contents of the MESP should be reviewed holistically, revisions may have an impact on other items within the MESP. Therefore, the TRCA has requested that upon completion of the outstanding items the MESP be resubmitted for their review and approval.

a) Stormwater Management

As part of their review, the TRCA provided a detailed list of concerns and items that should be addressed as conditions that relate to the design and location of stormwater management ponds and other infrastructure. These concerns include preservation of identified valley features and the location, size, ownership, and design of the storm water management ponds. The applicant has indicated that, as the items requested are highly detailed in nature, they are unable to address the concerns raised by the TRCA until a later stage in the approval process. Conditions of Draft Plan of Subdivision approval have been identified to ensure these issues are properly addressed.

In addition to the location and Engineering work required for a storm water management pond, the City also requires that the design of these facilities be incorporated into the Urban Design Guidelines and Streetscape Masterplan.

b) Hydrogeology

A comprehensive water budget analysis and a hydrogeologic study are required. These items have not been submitted. As these items are of Block wide concern, these reports will need to be comprehensive in nature and assess the entire Block. Therefore, they are required as a condition

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of Block Plan approval. Specific items presented by the TRCA to be included in this review include post development hydrologic modeling and the preparation of a monitoring plan. The TRCA has requested that the Terms of Reference for the monitoring plan be established with their input and to their satisfaction. This monitoring plan should be coordinated with the adjacent active Block Plans on Purpleville Creek (in Block 40 North and Block 47) and consider items such as groundwater elevations, fluviogeology stations on Purpleville Creek, and flow monitoring on Marigold Creek.

c) Servicing

A large portion of the Block 40 South Planning Area either abuts or contains valleylands and associated features. The long term preservation and conservation of these features is of interest to the TRCA. The TRCA has requested, that as a condition of Block Plan approval and prior to agreement to any servicing in the valley, a comprehensive sanitary and water servicing plan be prepared in consultation with and to the satisfaction of the TRCA. As the requested action consists of design engineering, it is reasonable to defer the detailed engineering and designs of this requirement to the land development application stage of the development process while requiring a general servicing plan as a condition of Block Plan approval.

Block 40 South is primarily a greenfield development. However there are two existing estate residential developments that abut the subject lands. These estate residential developments are currently serviced through onsite wells and septic systems. As these areas age, the septic systems and wells will require maintenance and replacement. It may be advisable that these neighbourhoods be connected to municipal services in the future. The Engineering Department has requested that, in order to address this potential situation, additional information be provided demonstrating how the Greenbrooke Estates and Millwood Parkway Estates developments within Block 40 South can be serviced in the future, including water supply, sanitary sewers and stormwater management. A future water distribution system for these existing areas must be identified such that all City criteria may be achieved. The applicant has indicated that the proposed servicing plan allows for a future connection from the Greenbrooke Estates neighbourhood. The applicant has suggested that due to topography and location, the Millwood Parkway Estates neighbourhood will be better serviced from Block 39.

d) Coordination with Block 40 North and Block 47

In addition to general concerns related to the preservation of valleylands and the impact the installation of services may have on them, the TRCA has expressed specific concerns related to the location of the proposed sanitary pumping station and the required servicing-related valley crossings. The TRCA has requested that the location of these items be approved by TRCA and coordinated with the Block 40 North/47 MESP as prepared by EMC Group Limited dated January 2003.

e) Development and Infrastructure Phasing Plan

The development of Block 40 South will require the extension and connection to existing municipal and regional services and infrastructure. The City's Engineering Department has requested that timing of the required work be coordinated to their satisfaction. These items should be included in the requested Phasing Plan.

f) Soil Analysis

Portions of the lands within Block 40 South have been identified as being potential locations of historic fill. Specifically, lands along the south west portion of the valley system have been identified. In order to assess the identified lands, it is necessary that additional study take place and that the study be reviewed by the TRCA. Due to the location of the identified site and the

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proposed phasing, it is reasonable to include this request as a condition of approval prior to land division within that area.

The applicant has not submitted the required erosion study. One is required and will need to be reviewed by the TRCA prior to the approval of draft plan of subdivisions.

As per the City's Policy and Procedure for Dealing with Contaminated or Potentially Contaminated Sites, Phase I Environmental Site Assessments and if necessary, Phase II assessments for properties are normally submitted as part of the MESP Block Plan submission. This is a standard requirement for all Block Plans but may be deferred until the plan of subdivision stage of the development approval process.

Both the TRCA and City's Engineering Department have provided comments requesting that additional work be undertaken to complete the MESP. As a condition of approval of the Block Plan and prior to the approval of any amendments to the Zoning By-law or land division it is suggested that as a condition of Block Plan approval the MESP be completed, addressing outstanding concerns, subject to TRCA and City review and approval.

g) Environmental Noise Analysis

The City's Engineering Department has reviewed the applicants' Environmental Noise Analysis and has identified areas of concern and incomplete information. As the submitted report is incomplete, the required items have been addressed as a condition of Block Plan approval.

h) Terrestrial Resources

A Terrestrial Resources technical report was submitted as part of the MESP. This report identifies and discusses the importance of the Block's valleylands, hedgerows and woodlots. In order to preserve and enhance these features additional work is required. As these features are spread throughout the Block and form an ecosystem, they should be managed holistically, therefore any required report or work that is required for these items should be provided prior to the approval of any draft plans of subdivision and therefore the required technical work forms a condition of Block Plan approval.

5) Heritage/Archaeological Resources

The initial comments from the City's Cultural Services Department indicated that there are two buildings of interest on the subject lands. Upon further consultation with Cultural Services and review of the "Listing of Buildings of Architectural and Historical Value (October 2005)" it has been determined that only the building located at 3930 Major Mackenzie Drive deserves specific attention. This building is currently on property owned by a non-participating land owner and is within the proposed road right-of-way of the Fossil Hill Extension. The participating land owners have indicated an openness to work with the City to relocate the building onto another location within the Block. As this building has been moved in the past, this is a satisfactory solution for preserving the building. Additional discussion and work will be required by both the applicant and the City before this solution can be completed. It is an acceptable solution to require as a condition of Block Plan approval that the applicant work with City staff to review all reasonable solutions for preserving this structure.

Other comments received from Cultural Services relate to the completeness of background studies and inventory of existing resources. These requirements are addressed as conditions of Block Plan approval, with recognition that the findings may require amendments to the conditions of approval and may possibly have an impact upon the design of the Block Plan.

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Cultural Services noted that an Archaeological Assessment is also required as part of the Block Plan approval process. This is a standard condition that may be deferred and addressed during the subdivision approval process.

6) Urban Design Guidelines / Landscape Master Plan

The Urban Design Guidelines and Landscaper Masterplan for the Block 40 South Planning Area have been submitted and reviewed by the Urban Design Section of the Development Planning Department. These comments have been provided to the applicant in order that the appropriate revisions can be made. As the concerns related to the original submission are being addressed, the City requires as a condition of Block Plan approval that the Design Guidelines be revised prior to the approval of any draft plans of subdivision or site plan control agreements.

7) Development Phasing

Under the policies of OPA NO. 600, a phasing plan is a standard requirement of a Block Plan as it establishes the logical sequence of construction of major infrastructure, including roads, sewers, water lines, storm ponds, parks and schools, as well as the basis on which private development will be proceeding within the block. Block 40, including its portion of the Vellore District Centre, will ultimately include approximately 3000 housing units and more than 9000 residents.

The City's Engineering Department has requested that a "Development and Infrastructure Phasing Plan" be provided and approved in order to ensure orderly development and the inclusion of lands owned by non-participating landowners. The rationale for this requirement is that key pieces of infrastructure, including roads and schools are shown to be located on non-participating land owner's properties, and there are a number of incomplete reports and conditions associated with the approval of this Block Plan. In order to ascertain the impact of these non-participating lands on the development, greater certainty is required respecting the timing of their inclusion in the Block 40 South development. The provision of services will have an impact upon the timing of development of these lands. Therefore, a condition of Block Plan approval has been included, which must be addressed to the Engineering Department's satisfaction, prior to the approval of any plans of subdivision within the Block 40 South Planning area.

Relationship to Vaughan Vision

The recommendations in this report are consistent with Vaughan Vision 2007. Specifically, as proposed the Block 40 South Planning Area Block Plan provides for a development pattern that considers environmental features and protects them, implements the proposed Pedestrian and Bicycle Master Plan through the provision of linear parks and greenways and creates a transportation network that is generally efficient and promotes the use of transit.

Conclusion

Staff supports approval of the Block 40 South plan, subject to the land owners group addressing the conditions described in the "Recommendations" section of this report. The Block Plan was reviewed in accordance with the Development Process/Block Plan policies of OPA No. 600.

Issues have been identified that allow the Block Plan to be approved conditionally provided that the identified items are resolved to the satisfaction of the commenting agency and/or City of Vaughan, prior to the City processing applications for draft plan, and zoning approval. This report includes conditions that are to be addressed as part of the zoning and subdivision approval process.

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Attachments

1. Location
2. Proposed Block Plan
3. OPA No. 600 – Schedule “B” Vellore Urban Village

Report Prepared by:

Aaron Hershoff, Planner 1, ext 8320

Paul Robinson, Sr. Planner, ext 8410

Wayne McEachern, Manager Policy Planning / Urban Design, ext 8026

(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. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

29

PARKING RESTRICTION REVIEW –MISTY MEADOW DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated April 18, 2006:

Recommendation

Councillor Bernie Di Vona recommends:

1. That the request from the residents from Misty Meadow Drive and Irish Moss Court dated April 10, 2006 be received.
2. That the Engineering Department conduct an immediate review of the traffic and parking activity as provided by the residents with a view of considering a parking restriction and/or prohibition on Misty Meadow in the vicinity of Irish Moss Court.
3. That the Engineering Department brings back the report to a future Committee of the Whole before the summer break with options.

Economic Impact

No impact.

Purpose

To address concerns raised by residents of Misty Meadow and Irish Moss with respect to traffic to unsafe driving and difficult vehicular movement to and from individual properties as a result of narrow streets.

Background - Analysis and Options

Misty Meadow Drive is a residential street commencing and ending on a collector road (Ansley Grove and Aberdeen). The homes on Misty Meadow are small lot single homes up to 40 feet on a narrow road that bends and turns. The physical width of the road does not permit for one vehicular vehicle in each direction with one parked vehicle. With any parked vehicle on the road, motorist predominately travels in the approaching vehicular lane.

Furthermore, residents have a difficult problem when entering/exiting their property based on the narrow roads, vehicle traveling in the approaching lane, and the high volume of traffic experienced on the road.

Residents have produced a video that will be provided to the Engineering Department.

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

Residents are requesting a review to consider parking prohibitions as they have a serious safety concern.

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Attachments

Letter dated April 10, 2006 from Beth Hardy and accompanying petition. Engineering Department will be provided with a video to best understand the nature and scope of the concern.

Report prepared by:

Councillor Bernie Di Vona

(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 30, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

30 THORNHILL WOODS DRIVE - TRAFFIC CALMING MEETING FOLLOW UP

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of Councillor Yeung Racco, dated April 18, 2006, be approved; and**
- 2) **That the speed limit along Thornhill Woods Drive in its entirety be reduced to 40 km/hr.**

Recommendation

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

1. THAT staff be directed to take the necessary steps to reduce the speed limit along Thornhill Woods Drive to 40 kms per hour;
2. THAT York Regional Police be requested to provide more monitoring and enforcement of the speed limit along Thornhill Woods Drive;
3. THAT staff investigate the feasibility of installing a pedestrian crossing signal near Thornhill Woods Public School;
4. THAT an additional crossing guard be added to Thornhill Woods Public School and;
5. THAT staff investigate the feasibility of installing painted line drawings along the entire length of Thornhill Woods Drive.

Economic Impact

To be determined.

Purpose

To alleviate speeding along Thornhill Woods Drive.

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 them and speed through thereby compromising the safety of our residents. In addition, Thornhill Woods Drive is a transit route with an elementary school situated at Thornhill Woods Drive and Autumn Hill Blvd.

On March 29, 2006 , the local Councillor along with Regional Councillor Jackson and staff from the City of Vaughan held a traffic calming meeting with the residents from Thornhill Woods Drive. During that meeting, residents expressed serious concerns over the speeding along Thornhill Woods Drive and requested that the City of Vaughan take the necessary steps to alleviate this problem. Residents requested that the local Councillor investigate the feasibility of reducing the speed limit, installing a pedestrian crossing signal, implementing painted line drawings along the length of Thornhill Woods Drive and investigate the need for an additional crossing guard for Thornhill Woods Public School.

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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 the options outlined above in order to address the ongoing safety concerns of area residents as discussed at the traffic calming meeting of March 29, 2006 .

Attachments

N/A

Report prepared by:

Tanya Dubar, Council Executive Assistant

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Item 31, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

**31 PRESENTATION –CIVILIAN CITATION AWARDS PRESENTED TO
 MR. CLYDE BROOKS AND MR. KENNETH ACHIOSO**

Mayor Di Biase and Acting Fire Chief Senay presented Civilian Citation Awards to Mr. Clyde Brooks and Mr. Kenneth Achioso, Care Attendants at the Christian Horizons Group Home, in recognition of their heroic efforts on February 14, 2006.

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Item 32, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 24, 2006.

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**DEPUTATION – MR. PAUL DE BUONO
WITH RESPECT TO “THE FUTURE OF THE CITY OF VAUGHAN”**

The Committee of the Whole recommends that the deputation of Mr. Paul De Buono, President, Vaughan Watch Inc., and written submission dated April 3, 2006, be received.