

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 1, CW Report No. 37 – Page 2

Economic Impact

There is no economic impact as a result of this report, however there continues to be a significant impact to existing taxpayers under the current legislation.

Purpose

To raise awareness regarding municipal concerns with the current Development Charge Legislation.

Background - Analysis and Options

The Development Charges Act (DCA) was last updated in 1997. There were a number of changes to the legislation at that time. The result of many of the changes was to reduce the amount of the growth related capital costs that could be included in the development charge. The exclusion of these costs did not diminish the need for the service. Consequently more pressure has been placed on property taxes to raise the required funding and growth is not paying for growth.

There is a significant amount of growth occurring now, significant tax dollars are required for the repair and replacement of existing infrastructure and property tax payers are increasingly concerned with property tax increases. It is time for a review of the DCA with the objective that growth should pay for growth.

Conclusion

Staff recommend that the Province commence a review of the Development Charges Act as soon as possible.

Attachments

None

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Item 2, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

2 PREVENTION OF STORM WATER BACKUP INTO RESIDENTIAL PREMISES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 19, 2006:

Recommendation

Councillor Carella recommends:

That staff review any products, currently available on the market, which effectively prevent the backup of storm water into residential basements, and assuming such products are available, as part of the studies related to the August 19, 2005 rainstorm to report on their various costs, functionality, relative merit in preventing basement flooding, and the City's legal authority regarding this issue.

Economic Impact

Nil

Purpose

To reduce the amount of damage sustained by homeowners in the event of catastrophic storms which overwhelm the storm water management system, resulting in the backup of storm water into residential premises.

Background - Analysis and Options

The hundred-plus year storm of August 19, 2005 resulted in extensive basement flooding in certain parts of the City, which in many cases was not covered by homeowners' insurance. One way in which such flooding might be prevented or reduced in the future is to require new home builders to install devices which prevent such backup. To effect such a proposal will require a joint investigation by the City's Engineering and Legal Departments.

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate that Council consider ways in which it may exercise its legislative powers to reduce damage to private property due to catastrophic storms, such as that of August 19, 2005.

Attachments

None

Report prepared by:

Councillor Tony Carella

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Item 3, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

3 SYNTHETIC SURFACING OF BOCCE COURTS AT WOODBRIDGE HIGHLANDS PARK

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 19, 2006:

Recommendation

Councillor Tony Carella recommends that the petition of local residents requesting that two of the bocce courts at Woodbridge Highlands Park be converted to synthetic surfaces be received and forwarded to the Parks Department for costing, and thence to the Budget Committee, for consideration as part of the 2007 budgetary cycle.

Economic Impact

To be determined by the Parks Department

Purpose

To respond to a petition of local residents

Background - Analysis and Options

Local residents are requesting the resurfacing of two of the bocce courts at Woodbridge Highlands Park, the cost of which must be determined by the Parks Department, after which the request will have to be considered by the Budget Committee, as part of its 2007 budgetary cycle.

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate for this petition to be reviewed by both the Parks Department and the Budget Committee, before any expense be undertaken in respect of these courts.

Attachments

Petition of local residents

Report prepared by:

Councillor Tony Carella

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

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Item 4, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

4

CLOTHING DONATION BOXES POLICY

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated June 19, 2006:

Recommendation

Councillor Bernie Di Vona recommends:

1. THAT staff be requested to review the provision of clothing boxes throughout the City of Vaughan including licensing provisions.
2. THAT the review include a differentiation between those clothing boxes located on City owned property and commercial properties, and also a differentiation be made for those that are for charitable organizations and for profit organizations.

Economic Impact

Nil

Purpose

To regulate the number of clothing boxes located on City owned property and commercial poroperties.

Background - Analysis and Options

By-Law 1-88 does not regulate clothing donation boxes. If the clothing boxes are located on required parking they may be contrary to the by-law. The City may want to consider regulating the clothing boxes by means of a municipal by-law with the possibility of a licensing requirement.

The number, size and location then possibly could be regulated.

Relationship to Vaughan Vision 2007

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

Conclusion

To regulate and license the number of donation and newspaper boxes that are being set up without City approval.

Attachments

None

Report prepared by:

Councillor Bernie Di Vona

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Item 5, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

5

RUTHERFORD ROAD NOISE REVIEW

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated June 19, 2006:

Recommendation

Councillor Bernie Di Vona recommends:

- 1) That the Regional Municipality of York, in consultation with the City of Vaughan, conducts a review of the noise levels on Rutherford Road between Weston Road and Babak Boulevard with a view of understanding the actual noise levels being experienced to the anticipated or planned noise levels achieved by the residents;
- 2) That the Regional Municipality of York conduct such review during the peak morning and afternoon period;
- 3) That should the actual noise levels be higher than the expected or anticipated noise levels, or higher than other arterial roads that the Regional Municipality of York consider reducing the speed limit from the existing 70 KM level; and
- 4) That the Regional Municipality of York also provide recommended solutions to the noise concerns raised by residents including landscape buffers and/or any other recommendation that they may feel is appropriate and report back in the next 30 days.

Economic Impact

Not applicable.

Purpose

To conduct a review of the noise impact residents are experiencing that abut or located near Rutherford Road and Weston Road area as a result of the street widening and severely increase in traffic volume on Rutherford Road. A review of the actual noise levels compared to the approved or anticipated noise levels is needed and recommendations or solution found to mitigate or minimize any adverse impact of experiencing high noise levels over any standards should it exist.

Background - Analysis and Options

Residents of Weston Downs have expressed concern with the high level of noise they are experiencing for those homes that are near or abutting Rutherford Road. Recently, a resident located on 96 Siderno Crescent 3 homes from a noise attenuation wall and Rutherford Road expressed her serious concern with the increased noise. The home is located some 180 feet from the wall or Rutherford Road and as such should not be experiencing high noise levels, especially so, as a major noise attenuation wall has been constructed.

Relationship to Vaughan Vision 2007

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

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Conclusion

Residents have expressed a quality of life concern with respect to noise levels from Rutherford Road and are looking to the Regional Municipality of York and the City of Vaughan to find a solution.

Attachments

None

Report prepared by:

Councillor Bernie Di Vona

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Item 6, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

6 KILDRUMMY GATE – TRAFFIC CALMING MEASURES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated June 19, 2006:

Recommendation

Councillor Meffe recommends:

1. That staff be requested to investigate and provide a report on traffic calming options for Kildrummy Gate between St. Joan of Arc and Solway Avenue;
2. That staff be requested to report back at the first Committee of the Whole in September; and
3. That York Regional Police be requested to increase their monitoring and enforcement of the speed limit along Kildrummy Gate.

Economic Impact

n/a

Purpose

To address the ongoing problem of speeding vehicles along Kildrummy Gate.

Background - Analysis and Options

Kildrummy Gate runs east west to Solway Avenue, intersected by Tobermory Court and Lamont Court. On numerous occasions residents have called into my office advising me that in the early evening this section of road is used as a straight-a-way with cars driving at excessive speeds.

This area is predominately families with young children, many of which play in the Court areas. Drivers seem to not be respecting the speed limit in the neighbourhood, posing a risk to many young children.

Relationship to Vaughan Vision 2007

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

This report is consistent with priorities previously set by Council.

Conclusion

It is my belief that the safety and wellness of the residents in this area should be protected and that staff needs to investigate the various possibilities to ensure that the concerns expressed are dealt with in the best possible manner

Attachments

None

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Report prepared by:

Councillor Peter Meffe

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Item 7, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

7 STATUS UPDATE – NEW CITY HALL

The Committee of the Whole recommends:

- 1) That the Award of Tender for the new City Hall be forwarded to the September 5, 2006, Committee of the Whole meeting;**
- 2) That the report of the City Manager and the Commissioner of Community Services, dated June 19, 2006, be received; and**
- 3) That the written submission of Mr. Paul De Buono, President, Vaughan Watch Inc., 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, dated June 19, 2006, be received.**

Recommendation

The City Manager and the Commissioner of Community Services, in consultation with the Commissioner of Finance & Corporate Services and the Commissioner of Legal & Administrative Services & City Solicitor, recommend:

- 1) That the following report be received;
- 2) That a Special Council Meeting be held at 1:00 p.m. on August 17, 2006 to award the Tender of the new City Hall.

Economic Impact

Not applicable.

Purpose

To advise of the completion of the Pre-qualification of General Contractors of Phase 1 (City Hall) of the Vaughan Civic Centre Project.

Background - Analysis and Options

Pre-qualification of General Contractors is a standard practice in large or technically challenging projects. The process of pre-qualification involves the identification of a short-list of contractors that have the necessary qualifications to undertake the project.

The City's pre-qualification process in Phase 1 of this project was structured in the following manner: the Architect, the Professional Advisor, internal and external legal counsel worked with staff from the Buildings and Facilities Department and the Purchasing Services Department to develop the Pre-qualification Document. A "Fairness Monitor", the Honourable Justice Peter Cory, was appointed to oversee the pre-qualification process and the eventual award of the tender for the construction of the new City Hall. The Terms of Reference for the Fairness Monitor are attached.

Prior to the issuance of the Pre-qualification Document, it was reviewed and approved by the City's external legal counsel. Upon receipt of the bid submissions, the submissions went through a rigorous pre-qualification process, conducted by the Evaluation Committee, using established criteria identified in the bid document. The Fairness Monitor attended and provided oversight to

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all aspects of the process. The Honourable Justice Peter Cory has commented very favourably regarding the rigour and the fairness of the City's procurement and evaluation process as follows: "I have been impressed with the rigour applied to the process and the thorough, careful and eminently fair manner in which each member of the committee has approached the pre-qualification. I am satisfied that the process has been fairly carried out by the Committee and its advisors".

The projected timeline for the issue of Construction Documents to the pre-qualified General Contractors and Close of the Tender was anticipated to be June 2006. However, for the reasons set out below, it has been necessary to extend this timeline approximately 6 weeks.

The process of pre-qualification included the involvement of the Fairness Monitor, who has presided over the entire process, including at each and every meeting of the Evaluation Committee.

The process of pre-qualification of the General Contractors and the subcontractors, the involvement of the Fairness Monitor, and the involvement of external counsel added several weeks to the timeline. Consequently, as a result of the rigorous evaluation process there has been additional time added to the original time line. In addition the General Contractors who were pre-qualified have requested that the proposed closing timeline be extended

For these reasons, the timeline for the closing of the tender is now delayed from the end of June to mid-August. Once the tender closes, on July 26, 2006, staff will prepare a report and recommendation to Council for the award of the contract.

A Special Council meeting should be held on August 17, 2006 for the purpose of awarding the contract at the conclusion of the tender process.

Relationship to Vaughan Vision 2007

This report aligns with the Vaughan Vision 2007 to develop a new Vaughan Civic Centre and is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

For reasons noted above, the timeline for the closing of the tender is now delayed from the end of June to mid-August.

Attachments

1. Correspondence from The Honourable Justice Peter Cory, dated June 8, 2005
2. Terms of Reference – Fairness Monitor

Report prepared by:

Marlon Kallideen
Janice Atwood-Petkovski
Clayton Harris

(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. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

8

LEASH FREE AREA

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2006:

Recommendation

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

1. That this report be received for information; and,
2. That staff be authorized to enter into discussions with Ontario Hydro regarding developing a leash free area within the hydro corridor in the vicinity of Highway #7 in Ward 2 of the City of Vaughan; and,
3. That this project be considered for capital funding in the 2007 budget.

Economic Impact

There will be approximately \$75,000.00 impact on the capital budget (taxation) should Council approve the capital funding request as part of the 2007 budget cycle. If approved during the 2007 capital budget cycle, an annual operating cost of \$5,000.00 will be required in the operating budget.

Purpose

The purpose of this report is to provide Council with information regarding the development of a leash free area as a pilot project, and seek approval to enter into discussions with Ontario Hydro regarding developing this leash free area within the hydro corridor in the vicinity of Highway #7 in Ward 2 of the City of Vaughan (refer to attachment 'A').

Background - Analysis and Options

Most other municipalities including Toronto, Mississauga, Brampton and Markham have leash free areas. Staff have obtained information from these municipalities, in addition to information gathered on successful "dog parks" in the United States. The provision of leash free areas can reduce the number of dogs off leash in parks, while providing a safe area for owners to exercise their dogs. The leash free areas have rules and regulations which are enforced, mainly by the users themselves, such as cleaning up dog excrement, prohibiting aggressive dogs, prohibiting dogs in heat, and not allowing young children into the leash free area.

Several residents have expressed the need for leash free dog areas in Vaughan. Two community residents have come forward to Committee of the Whole on deputation to outline the need for such areas and the benefits to the community. Staff was directed to review the logistics of providing a leash free area in Vaughan and report back to Council. Staff met with one such resident and toured possible locations for leash free areas, looking at both open spaces and existing parks.

Staff held a meeting with representatives from across the City on October 15, 2001 to determine the potential interest for a leash free area and to discuss issues relating to the implementation of such a facility.

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On June 9th, 2003 Council adopted the Committee of the Whole (Working Session) recommendation that this matter be referred to the Local Councillors to determine, in consultation with staff, an appropriate location and justification for a leash free area in their respective Wards, and report back to Council.

Council, at its meeting of May 23, 2006, adopted the following recommendation “Councillor Tony Carella recommends that appropriate staff be directed to investigate all issues relating to the development on a pilot project basis of a suitable open space within Ward 2, to serve as a venue for dog owners to exercise their pets off-leash such issues including but not limited to the following: location, physical components, and all associated costs”.

As directed, staff undertook a detailed review of potential sites specifically relating to access, parking, topography, adjacent land use, size available, visibility for security purposes, and potential costs to develop. Based on the experiences in other municipalities and this detailed site review, staff have identified potential sites within the Ontario Hydro corridor at Highway #7 in Ward 2 of the City of Vaughan (attached) that may successfully accommodate a leash free area as the site of a pilot project. Locating the leash free area in either of these locations will require approval and a formal agreement with Ontario Hydro.

Relationship to Vaughan Vision 2007

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

That Council receive this report for information, that a capital funding request be brought forward for consideration in the 2007 capital budget cycle and staff be authorized to enter into discussions with Ontario Hydro regarding developing a leash free area within the hydro corridor in the vicinity of Highway #7 in Ward 2 of the City of Vaughan.

Attachments

Attachment ‘A’ - Location Map – Leash Free Area, Ward 2

Report prepared by:

Stephanie Snow, Landscape Architect, Parks Development – Ext. 3210
Paul Gardner, Director, Parks Development – Ext. 3209

(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. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

9 OUTDOOR SKATEBOARD PARK IN THE CITY OF VAUGHAN

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2006, be approved; and**
- 2) That the deputation of Mr. Michael Brooke, Concrete Wave, 1054 Centre Street, Suite 293, Thornhill, L4J 8E5, be received.**

Recommendation

The Commissioner of Community Services, in consultation with the Director of Parks Development, the Director of Recreation and Culture and the Director of Reserves and Investments recommend:

1. That this report be received for information; and,
2. That this project be considered for capital funding in the 2007 budget.

Economic Impact

There will be up to a \$498,000.00 impact on the capital budget (taxation) should Council approve the capital funding request as part of the 2007 budget cycle. If approved during the 2007 capital budget cycle, an annual operating cost of \$15,000.00 will be required in the operating budget.

Purpose

The purpose of this report is to provide the Council with information relating to a proposed outdoor skateboard park at Concord Thornhill Regional Park in the City of Vaughan.

Background - Analysis and Options

At its meeting of December 12, 2005, the following recommendation was adopted by the Committee of the Whole:

“that the deputation of Mr. Michael Brooke, Publisher, Concrete Wave Magazine, 1054 Centre Street, Suite 293, Thornhill, L4J 8E5 and written submission dated November 3, 2005, the Concrete Wave magazine and the Best of the West Skatepark Guide submitted, be received and referred to staff for a report”.

According to the market research conducted by BoardTrac, there are over 1 million skaters in Canada and 12.4 million skateboarders in the United States. In Canada, there are more people that skateboard than participate in organized hockey. This sport is not a passing trend and is supported by the fact that USA Today indicates that anywhere from 2-3 skateparks are built each week in the United States alone.

The pressure to build skateparks has grown dramatically over the last 5 years. Increased focus on skateboarding in the media (the X-Games and Gravity Games, for example) has fueled this growth. Many municipalities in the GTA are constructing large skatepark facilities to meet the demand. These municipalities include Mississauga, Burlington, Toronto, Markham and numerous skateparks in Brampton (refer to Attachment 'C').

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The City of Vaughan currently has only one established skate park facility which is located at the Vellore Village Community Centre. This skatepark, on average attracts an estimated 50 – 100 novice and intermediate skaters daily during the weekends and slightly fewer numbers during the weekdays. The skatepark operates unsupervised and has been extremely popular for children and youth.

As outlined in his deputation to City of Vaughan Committee of the Whole and in recent correspondence (refer to Attachment 'A'), Mr. Brooke has committed to raising \$500,000.00 in donations that would be added to any future City of Vaughan capital funding with the intent of designing and constructing a world class skate park. A formal agreement will be established with Mr. Brooke whereby the City of Vaughan, pending approval by Council, will match dollar for dollar the donations generated by Mr. Brooke. The City of Vaughan's maximum financial contribution, subject to Council approval is \$498,000.00. It is anticipated that the donations will be recognized through naming rights or signage at the facility.

As publisher of Concrete Wave Magazine, Mr. Brooke states that he will utilize his contacts in the skateboard community to assist in initiating this project. He has committed to provide space within each Concrete Wave Magazine issue that will document the progress of the fundraising efforts and the project. In addition an advertisement that will publicize the opening day has also been committed.

Monetary donations for the design and construction of a "world class skatepark facility" at Concord Thornhill Regional Park will be administered through the City of Vaughan Finance Department.

Relationship to Vaughan Vision 2007

Through the innovative use of sponsorship, this report encourages Public Private Partnerships throughout the organization.

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

That Council receive this report for information and that a capital funding request be brought forward for consideration in the 2007 capital budget cycle.

Attachments

Attachment 'A' – Mr. Michael Brooke Correspondence dated May 16, 2006

Attachment 'B' – Concord Thornhill Regional Park Location Map

Attachment 'C' – Summary of Skateboard Parks in Surrounding Municipalities

Report prepared by:

Paul Gardner, Director of Parks Development, Ext. 3209

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

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Item 10, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**10 PROGRAMME AGREEMENT – HORSEBACK RIDING CAMP “CAMP CORRAL”
 BETWEEN COUNTRY MILE STABLES AND THE CITY OF VAUGHAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2006:

Recommendation

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

1. That the City of Vaughan enters into an agreement with Penny Murray operating as Country Mile Stables for the provision of instructional horseback riding lessons for children aged 7 – 12 years in the City of Vaughan; and,
2. That staff be authorized to enter into this program agreement in a standard form for future programs; and,
3. That a by-law be enacted authorizing the Mayor and the City Clerk to execute said agreement.

Economic Impact

There is no economic impact to the City of Vaughan for the 2006 budget year as the necessary resources are allocated and approved as part of the 2006 operating budget.

Purpose

The purpose of this report is to obtain Council's authorization to enter into a program agreement with an external company to provide recreational opportunities and instructional horseback riding to children aged 7 to 12 years in the City of Vaughan.

Background - Analysis and Options

In June 28, 2004 Council approved a program agreement between the City of Vaughan and Country Mile Stables (King Township) to operate an instructional horseback riding camp for a one year contract in 2004 with an option to renew in 2005. The joint program operates each July and August and was very successful both years.

Staff requires Council approval of a new two (2) year agreement with Country Miles Stables that operates each July and August called “Camp Corral”. The program agreement includes instruction, facility and equipment requirements, safety, administration, fees, insurance and additional terms and conditions.

The contract will commence this summer for a one-year term with the option for the City of Vaughan to renew for an additional one (1) year.

Further, staff request Council's authorization for staff to executive this program agreement in its standard form, in future years. Staff will report to Council if any changes are made to the agreement.

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Riding lessons for children between the ages of 7 to 12 years will be offered, from beginner to advanced levels, in outdoor and indoor facilities, with well-kept stables and experienced staff. Horses are owned and trained throughout the year by Country Mile Stables trainers. Daily riding instruction and supervision is provided for approximately one (1) hour by experienced and trained Country Mile Stables staff. The maximum capacity for each session is 42 participants.

Relationship to Vaughan Vision 2007

1.3 Provide effective and efficient delivery of services.

This initiative will develop and implement innovative alternatives for service delivery to Vaughan residents by providing a horseback riding camp for children in the City of Vaughan.

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

Conclusion

The City of Vaughan would like to enter into a new two (2) year program agreement with Country Mile Stables to provide a horseback riding camp. Since 2004, this agreement has enabled the City of Vaughan to provide a comprehensive horsemanship camp program in partnership with an external company.

Attachments

None

Report Prepared By

Monika Pii Smith, Manager – Area Recreation, East, Ext. 8806
Derek Ambrose, Recreation Services Supervisor, Ext. 4227

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Item 11, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

11

**AWARD OF REQUEST FOR PROPOSAL RFP06-075
CONSULTING SERVICES FOR MASTER PLAN FOR THE PROVISION OF
RECREATION & CULTURE, PARKS, BUILDINGS, FACILITIES & LIBRARIES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 19, 2006:

Recommendation

The Commissioner of Community Services, in consultation with the Directors of Purchasing Services, Recreation and Culture, Building and Facilities, Parks Development and the CEO of Vaughan Library Services recommends:

1. That RFP06-075, Consulting Services for Master Plan for the Provision of Recreation, Culture, Parks, Buildings, Facilities & Libraries be awarded to Monteith Brown Planning Consultants for the amount of \$119,945.00 (excluding G.S.T.); and,
2. That a contingency allowance of \$12,000 be approved, within which the Commissioner of Community Services is authorized to approve amendments to the contract; and,
3. That the Mayor and Clerk be authorized to sign the necessary documents; and,
4. That the approved capital budget of \$75,000 be increased to include the approved Ministry of Health grant in the amount of \$75,000 for a total capital budget of \$150,000; and,
5. That the inclusion of the matter on a public Committee or Council agenda with respect to increasing the capital budget identified as Award of Request for Proposal RFP06-075 is deemed sufficient notice pursuant to Section 2 (1) (c) of Bylaw 394-2002.

Economic Impact

The funds necessary to undertake the – Consulting Services for Master Plan for the Provision of Recreation, Culture, Parks, Buildings, Facilities and Libraries have been included in the capital budget. In addition the Recreation and Culture Department applied for and received an Ontario Active 2010 Physical Activity grant from the Ministry of Health Promotions.

Purpose

The purpose of this report is to seek Council approval to award the RFP06-075 for consulting services for the development of a Master Plan for the Provision of Recreation, Culture, Parks, Buildings, Facilities and Libraries.

Background – Analysis and Options

At a Special Council Meeting of January 16, 2006, Council directed staff to provide an up to date master plan on the building of new recreation facilities. Staff completed a terms of reference and a Request for Proposal in order to undertake a study to revise the master plan for the provision of recreation, culture, parks, buildings, facilities and libraries.

The City of Vaughan's Community Services Commission (comprised of Recreation and Culture, Parks Operations and Forestry, Parks Development, Buildings & Facilities) along with Vaughan

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Library Services depend on the Master Plan to guide the provision of open spaces, parks, programs, facilities and services, both in the short-term and over the next 15 years. The last Parks & Recreation Master Plan for the City of Vaughan was completed in October, 1991.

Funding for the consulting services for the Master Plan for the Provision of Recreation, Culture, Parks, Buildings, Facilities & Libraries have been included in the capital budget (9949-0-04.8802.01001) in the amount of \$75,000. In addition the Recreation and Culture Department applied for and received an Ontario Active 2010 Physical Activity grant for \$75,000 from the Ministry of Health Promotions.

The Request for Proposal was advertised on Vaughan Liberal newspaper, Electronic Tender Network (ETN) and the Ontario Public Buyers Association (OPBA) website. Eight (8) RFP documents were issued and two (2) RFP proposals were received. The RFP were closed and publicly opened on Thursday, May 4, 2006.

An Evaluation Committee comprised of staff from the Purchasing Department, Parks Development Department, Planning Department, Recreation and Culture Department, Building and Facilities Department, and Vaughan Library Services evaluated the compliant proposal submissions against the following selection criteria:

<u>Evaluation Criteria Category</u>	<u>Maximum Point Value</u>
Experience of Consulting Team	20
Approach & Methodology	30
Public Consultation	15
Pricing	20
References	<u>5</u>
Total	100

The Evaluation Committee members reviewed and scored each proposal submission and have determined that Monteith Brown Planning Consultants attained the highest score.

The estimated contract value of the Monteith Brown Planning Consultants is \$119,945.00 (excluding G.S.T.)

Relationship to Vaughan Vision 2007

This report supports the Vaughan Vision in planning and managing growth through the development of a Master Plan for the Provision of Recreation, Culture, Parks, Building, Facilities and Libraries.

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

Conclusion

The Evaluation Committee and Purchasing Department staff reviewed the RFP submissions and have determined that Monteith Brown Planning Consultants is deemed to best meet the requirements of the contract and attained the highest score. As Monteith Brown Planning Consultants received the most points, it is recommended that they be awarded the RFP06-075 for consulting services for the Master Plan for the Provision of Recreation, Culture, Parks, Buildings, Facilities & Libraries at an estimated value of \$119,945.00 (taxes excluded).

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Should Council concur with increasing the capital budget to include the approved Ministry of Health grant, this action would be considered as an amendment to the Capital Budget. Pursuant to the Municipal Act 2001 Sec 291 (1) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council meeting. Where a capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public Committee or Council agenda is deemed sufficient notice pursuant to Section 2(1) (c) of Bylaw 394-2002.

Upon award of the RFP, the study will commence immediately and is expected to be completed in February 2007.

Attachments

None

Report Prepared By

Diane LaPointe-Kay, Director of Recreation and Culture, Ext. 8117

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Item 12, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

12 RECREATION AND CULTURE'S COMMERCIAL PHOTOGRAPHY PERMIT SYSTEM

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Director of Recreation and Culture, dated June 19, 2006:

Recommendation

The Commissioner of Community Services and the Director of Recreation and Culture recommend:

1. That the Recreation and Culture's Commercial Photography Permit System be revised to remove the Kleinburg Scout House and Railway Station as a city-owned property available for commercial photography and the corresponding references to restricted sites and exclusive use which no longer apply; and,
2. That a By-Law be enacted to amend the Photography Permits By-Law Number 82-2006, to delete all references to the Kleinburg Scout House and Railway Station as a city-owned property available for commercial photography.

Economic Impact

Due to the start up costs required to launch the program, the net economic impact to the Recreation and Culture's 2006 operating budget will be approximately \$1,500. It is anticipated that the revenue will be nominal in 2006 and will increase in 2007.

Purpose

The purpose of this report is to obtain Council's approval to remove Kleinburg Scout House and Railway Station as part of a potential photography location in the Commercial Photography initiative and to enact a By-Law to amend the associated By-Law 82-2006.

Background - Analysis and Options

At the Council meeting of March 20, 2006 Council adopted the Recreation and Culture's Commercial Photography Permit Initiative and enacted a Photography Permits By-Law Number 82-2006. In addition due to the proposed commercial photography permit fees, a public meeting was required prior to making amendments to the City's Fees and Charges By-Law 396-2002.

At the Council meeting of April 24, 2006, Council was presented with the proposed amendments to the Fees and Charges By-Law 396-2006 and at that time Council directed that the matter be deferred to allow consultation with the Kleinburg Business Improvement Area (KBIA) and the Kleinburg Area Ratepayers Associations (KARA).

Staff met with Geri Harper, the chair of the KBIA on Thursday May 18, 2006. Representing both the KBIA and KARA, Ms Harper requested that the city not proceed with a commercial photography permit initiative for the Kleinburg Scout House and Railway station until they complete a review of how commercial photography fits into the Kleinburg community as a whole. Both businesses and residents have expressed concerns regarding commercial photography and their preference is that the city defers adding this location to the inventory pending the outcome of their review.

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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 implementation of the Recreation and Culture's Commercial Photography System will effectively complement these strategies.

Conclusion

The removal of the Kleinburg Scout House and Railway Station from the Recreation and Culture's Commercial Photography Permit initiative, while limiting the opportunities in the short term, will not negatively impact the launch of the program.

The new procedure will allow staff to plan, govern and apply terms and conditions on this premium service and ensure the public is not unduly impacted.

Attachments

1. City of Vaughan, Recreation and Culture's Commercial Photography Permit System

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 13, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

13

CASE TRACKING SYSTEM (CTS) IMPLEMENTATION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communications, and the Chief Information Officer (CIO), dated June 19, 2006:

Recommendation

The Commissioner of Economic/Technology Development and Communications, and the Chief Information Officer (CIO), in consultation with the City Manager and the Senior Management Team, recommend that:

1. This report be received for information.

Economic Impact

Recommendations in this report do not have direct impact on the City budget. Successful implementation of this project requires commitment of staff resources from many City departments. The necessary staff resources have been assigned to the project. Once completed, this project is expected to positively contribute to the improvements in the way services are delivered to Vaughan citizens.

Purpose

To provide an update to Council on the status of Case Tracking System (CTS) rollout.

Background - Analysis and Options

In consultation with the Senior Management team, the City Manager chartered the Case Tracking System (CTS) implementation project. The Information & Technology Management (ITM) department is leading the implementation of CTS in all City departments. CTS is designed to track various cases being worked on by City departments that result in delivery of direct services to Vaughan citizens. Information that will be collected within CTS will enable City departments to measure service effectiveness and compare it against established service delivery standards.

CTS has already been deployed in Engineering, Enforcement Services, and Recreation departments. By the end of this year, CTS will be deployed in all City departments that provide direct services to Vaughan citizens.

As CTS is being deployed, access to CTS information will be made available to departments, City management, and Council. Through the CTS GeoViewer (Attachment A), information on the geographic distribution of cases across the City will be visible at a glance. The geographic points of active cases will be coloured in green, yellow or red to indicate case status in comparison to service standards. By selecting any specific case point on the map, details on the case will be displayed for information and required action. In addition to on-line information, scheduled reports will be produced from CTS to give indication of overall service delivery status by ward, case type, department, case status, etc.

The Senior Management Team, department directors, and the implementation team are all committed to successful implementation of CTS by the end of year 2006.

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CTS Project Governance

As proven with the Access Vaughan project, rigorous project management methodology deployed during the implementation directly contributed to successful and timely implementation of Access Vaughan. Project management methodology provided a framework for project governance in order to manage project issue escalation and resolution effectively. Specific details on Access Vaughan implementation are being provided to Council in a separate report.

In brief, a project steering committee was established to provide high-level guidance to the Access Vaughan implementation team and to resolve issues as required by the team. The steering committee had representation from Council (the Mayor, Councillor DiVona and Councillor Meffe) and City administration (City Manager and Senior Management Team). Regular and timely access to the steering committee enabled the implementation team to resolve project issues quickly and complete the massive project on time.

The same project management methodology and steering committee structure will be in place to ensure successful and timely implementation of CTS.

Relationship to Vaughan Vision 2007

The recommendations in this report are consistent with the priorities previously set by Council. Specifically, the recommendations support the following Vaughan Vision 2007 objectives:

- A-1 Pursue excellence in the delivery of core services
- D-1 Enhance productivity and cost effectiveness
- D-3 Enhance technology and pursue innovation

Conclusion

The City's strategic vision and plan is focused on "Citizens First Through Service Excellence". Driven by the City's strategic vision, a number of City-wide initiatives have been undertaken to enhance overall service delivery to citizens. The implementation of Case Tracking System (CTS) will enable departments to measure actual service delivery with the previously established benchmarks. Over time, an effective service delivery measurement system will lead to service delivery review and improvement.

With the project team already in place, and the project governance structure established, the implementation of CTS is scheduled to be completed by end of year 2006.

Attachments

Attachment A – CTS GeoViewer – Sample Screen Capture

Report prepared by:

Dimitri Yampolsky, Chief Information Officer (CIO) – Ext. 8352

(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 14, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

14 ACCESS VAUGHAN OPERATIONAL UPDATE AND FUTURE PHASES

The Committee of the Whole recommends:

- 1) That staff proceed with the expansion and integration of Access Vaughan as it relates to the provision of services corporate wide, and that the proposed programs be prioritized and the source of funding be identified; and
- 2) That the report of the Commissioner of Economic/Technology Development and Communications, dated June 19, 2006, be received.

Recommendation

The Commissioner of Economic/Technology Development and Communications, in consultation with the City Manager, Senior Management Team, the CIO, the Access Vaughan Steering Committee as well as the recommends:

1. That Council receive this report and provide direction for future phases of Access Vaughan as listed in the body of this report.

Economic Impact

The approximate economic impact for future phases is detailed below. This is listed per functional group (i.e. Public Works – Roads would be one group). Staffing costs would require review once the scope of future calls being taken by Access Vaughan has been decided.

Purpose

The purpose of this report is to provide members of Council with an update on Access Vaughan's operation to date and the process to be followed in expanding Access Vaughan's services enterprise wide.

Background

To fulfill Vaughan's Mission Statement "Citizens First Through Service Excellence", Graycom (consultant) was hired to undertake a strategy for implementing a contact centre in the City of Vaughan so as to provide better telephone/walk-in service to all residents and businesses in Vaughan. The strategy was ratified by Council late in February 2005. Some of the main recommendations and areas that were developed between February and December 2005 were:

- Develop a project plan for the integration of 4 functional areas (Finance – Tax; Engineering and Public Works – Waste; Recreation and Culture; Enforcement – Parking) with Access Vaughan
- Prepare job descriptions for Co-coordinator position and Citizen Service Representatives (5 full time/4 part time)
- Prepare budget based on departmental contributions
- Post Co-coordinator and CSR vacancies, interview and hire
- Plan and prepare office space
- Identify call types for 4 functional areas
- Process mapping sessions with 4 functional areas
- Development of business requirements
- Prepare Service Level Agreements (SLA)

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- Develop training program
- Develop knowledge tool incorporating appropriate technology
- Train staff
- Develop technology to support business requirements
- Soft launch occurred on January 29, 2006 (Phase One only)
- “Official” launch (attended by Council and various media) was held on March 20, 2006 to inform community of new service being offered

Operational Results To Date

Access Vaughan was soft launched on January 29, 2006 and has steadily increased number of calls answered while maintaining overall average 90% service level (our goal is to answer 80% of calls within 20 seconds or less).

Year-to-Date Weekly Performance (Appendix 1)

Weekly statistics for the first 3.5 months indicate average weekly calls of about 3,400 with a constant average service level of 90%.

During this time period, Access Vaughan experienced a peak in volumes for approximately 4 weeks due to the 2006 interim tax bill being issued. Working co-operatively with the Tax Department staff, we were able to handle the high volume of Tax-related calls properly, maintain a high service level, and not revert to our contingency plan.

Year-to-Date Monthly Performance (Appendix 2)

This report shows that March has been, by far, the busiest month mainly due to March 7th being the first tax installment due date as well as having received many calls requesting information about March break programs offered. For the month of March, Access Vaughan was able to maintain a 90% average service level.

Daily Trends by Month (February to May) (Appendices 3, 4, 5 and 6)

These reports show that volumes are fairly consistent between 600 and 900 calls per day with a couple of peaks of approximately 1,000 calls in April. April 10th, for example, we received many calls about garbage pick up prior to Passover and other calls regarding Easter weekend Recreation program schedules and activities available. As well, whenever there is an interruption to service we are busier first day after the schedule change. Another reason for increased call volumes was due to the warm weather and residents eager to clean their yards and were calling about pick up dates for leaf and yard waste.

Daily Interval Report (sample for April 18) (Appendix 7)

This sample report (for April 18) indicates that call volumes are from 20 to 50 in any 15-minute interval – fairly consistent – but we have lower volumes during the lunch time 11:45 am to 1:30 pm, around 2:15 and again around 4:15 pm.

Relationship With 4 Functional Areas

Access Vaughan works very closely with the 4 functional areas in ensuring that only those calls requiring specialized assistance are transferred to the departmental subject matter experts. The reduction in calls being transferred directly to departments has allowed departmental employees to concentrate on their work at hand and not in responding to general inquiries. This has resulted in a very good working relationship with Access Vaughan and with continued exchange of information we are both becoming more efficient and effective in the way we deliver services to

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our residents and businesses. Departments are very timely in providing us with up-to-date information such as the Jane/7 road repairs; tax billing and arrears notices mailing dates; Recreation and Culture program changes; On-Street Parking Pilot Project updates from Enforcement.

During the Access Vaughan rollout, Citizen Service Representatives, as well as frontline departmental staff from the 4 functional areas, were included in customer service training. This has proven invaluable in providing a consistent and holistic experience for our callers.

As well, monthly meetings are being held between Access Vaughan and representatives of the 4 functional areas to discuss any issues that would result in improvement (issues requiring immediate attention are dealt with on an as-needed basis), to promote communication at all times, and to identify and discuss other areas that require assistance.

Overall Access Vaughan has been able to integrate with the 4 functional groups to provide “Service Excellence” to our citizens. Access Vaughan has also been able to favourably impact departments which were not in scope for Phase I by decreasing misdirected calls and meeting its objectives of “who to call when you don’t know who to call”.

Next Steps

Phase I of the Access Vaughan project focused on the integration of general inquiries for the following functional areas:

- Tax (Residential and Commercial general inquiries)
- Waste (all Waste general inquiries)
- Enforcement Services (Parking and Outdoor Water Use general inquiries)
- Recreation & Culture (Program Registration and Facility Rental general inquiries)

As well, the Information Desk and Switchboard functions were fully integrated into Access Vaughan.

These functional groups were identified in the strategy document as areas which should be incorporated in Phase I. Since Access Vaughan’s successful launch, this new partnership between Access Vaughan and the functional areas listed above, has provided our Citizens with exceptional service. Integrated functional areas have now been able to service our Citizens better by acting promptly to more complex inquiries/issues and better manage their “over-the-counter” service, while Access Vaughan focuses on answering general inquiries.

Suggested Expansion and Integration

Access Vaughan has been accumulating statistics on the call types and call volumes since the launch on January 29th, 2006. Staff’s analysis of the new statistics has identified opportunities for Access Vaughan to proceed with expanding and integrating new services.

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1. **Expand** the general inquiry call types for Phase I functional areas (including Planning),

The table below summarizes the functional areas with the heaviest call volumes.

Enhance Phase I Functional Areas	Number of Calls AV Received (January 29 th – May 18 th , 2006)
Commission	
Finance (Tax)	7,963
Eng/PW (Waste)	4,715
Comm Svcs (Rec/Culture)	3,333
Legal (Enforcement – Parking)	2,530

and

2. **Integrate** new call types from other functional groups within the organization.

Integrate New Functional Areas	Number of Calls AV Transferred (January 29 th – May 18 th , 2006)
Commission	
Legal (Enforcement – Parking Other)	592
Planning (Building Standards)	497
Eng/PW (Roads)	390
Eng/PW (Dev/Trans Eng)	371
Comm Svcs (Parks Optns)	347
Eng/PW (Water)	263
Legal (Clerks Licencing)	162
Planning (Dev Plan)	138
Eng/PW (Dispatch)	136
Legal (Clerks – Com of Adjustment/Secretariat)	111

Statistics will be reviewed in the fall prior to commencing any work to confirm the top 10 functional groups to be included.

In order to proceed with the integration of Access Vaughan and the rest of the organization, the following steps will be taken:

STEP 1 – Integration Feasibility Assessment

This step will include the process of identifying general inquiry call types for all functional groups identified in the table above. Resources from each functional group will participate in information gathering sessions. These sessions will identify general inquiry call types which can be handled by Access Vaughan, and discuss opportunities for Access Vaughan to assist the department in servicing callers. The deliverable from this step will be a feasibility assessment. This assessment will detail a list of functional groups which can be integrated and their associated call types.

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This step is planned for the fall 2006, in order to accumulate more statistical information. Over the next few months Access Vaughan will experience for the first time the issuance of final tax bills, On-Street Parking Pilot Project, Access Vaughan staff summer vacation, and the communication of the “Greening Vaughan” initiative to the public (which has already precipitated calls requesting more information) as well as the November 13 municipal elections. More statistical information will allow the analysis of seasonal trends and volumes, resulting in decisions which will better help our Citizens when they call the City.

STEP 2 – Selection of Functional Groups in Scope

In Step 2 the feasibility assessment will be reviewed and functional groups will be prioritized and scoped based on the following criteria:

1. Level of readiness of the impacted department
2. Call types which have the greatest impact on caller satisfaction
3. Departmental need for Access Vaughan to handle their general inquiries
4. Level of effort to implement.

The deliverable from this step will be a list of functional groups and call types in scope for the next phase. As well, the results of this step will allow for an impact assessment on Access Vaughan’s staffing requirements in order to support the increased call volume from the identified areas. There is a one-time cost of \$5,000.

STEP 3 – Planning and Rollout

Once functional areas are identified as “in scope”, a project plan will be developed. The project plan will outline all activities and resource requirements to integrate the identified areas into Access Vaughan. This plan will include activities such as: process mapping; analysis of functional requirements; modifications to existing telephony and knowledge management systems; development of training materials, and Citizen Service Representative (CSR) training.

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The estimated costs associated with each of the steps are as follows:

Step	Activity	Cost per Functional Area	Project Fixed Cost
1 Integration Feasibility Assessment	Facilitation of working sessions	\$2,000.00	
2 Selection of Functional Groups in Scope	Scoping and Planning of Phase II (one-time cost)		\$5,000.00
3 Planning and Rollout	Implementation Cost per Functional Areas Scoped in Phase II		
	Process mapping and Requirement Analysis	\$ 8,000.00	
	Staff Training (develop and deliver – AV and other front-line staff)	\$ 1,500.00	
	Business Knowledge Database (KT) Enhancements	\$ 3,000.00	
	Telephony - Symposium Licence	\$ 5,000.00	
	Call Pilot/Symposium Database Design and Development	\$ 7,500.00	
	Nuance - Synthia	\$ 2,500.00	
	Voice Recordings	\$1,000.00	
Total Estimate Costs per functional group		\$ 28,500.00	

Estimated Cost Assumptions:

- External resources will be used, namely Contact Centre SME and technology developers. In order to preserve continuity, and meet timelines as efficiently as possible.
- General Customer Service Training will be provided to all front-line staff
- 5 Symposium licenses will be allocated to each functional group

Relationship to Vaughan Vision 2007

Access Vaughan's services are aligned with Vaughan's Vision 2007 in two primary goals and objectives:

- 1.3 Provide effective and efficient delivery of services.
- 6.2 Develop innovative external communications initiatives

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This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

In summary, Access Vaughan has proven to date that the department is an integral service required not only by external callers but also internal departments. Further analysis of call statistics and readiness of departments must be assessed before future phases can be planned and implemented. This approach will ensure “Citizens first through Service Excellence” continues to be the City of Vaughan’s vision, as we enhance the services Access Vaughan will provide, in partnership with all other organizational departments.

Staff suggests that Council consider adopting both opportunities to **expand** the general enquiry call types for Phase I functional areas, including the Planning Commission which would result in Access Vaughan providing its services corporate wide; and to **integrate** new call types from other functional groups within the organization.

Attachments

Appendices 1 through 7 - Symposium statistics

Report prepared by:

Frank Miele, Commissioner – Economic/Technology Development and Communications,
ext. 8244
Rita Zuccaro, Manager – Access Vaughan, ext. 8953
Lucy Pasianotto, Project Leader – Access Vaughan Project Team, ext. 8068

(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 15, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**15 ECONOMIC/TECHNOLOGY DEVELOPMENT DEPARTMENT ACTIVITIES –
SEMI ANNUAL UPDATE**

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 June 19, 2006:

Recommendation

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

That Council receive this report for information purposes only.

Economic Impact

The report has no economic impact.

Purpose

The purpose of this report is to apprise Council of the projects, activities and core areas of work in which the Economic/Technology Development group has been involved for the period between January and early June 2006.

Background - Analysis and Options

Leading Municipalities recognize that the ability to attract new investment and maintain a healthy business community is fundamental to ensuring both short and long-term stability in the local economy, and consequently, for all residents as well. Vaughan has committed to a strong economic development function by embedding this concept within the first goal of the Vaughan Vision 2007, "Serve our Citizens".

Current best practices in the Economic Development field dictate that the greatest benefits are derived by municipalities whose economic development teams are highly responsive to customer needs, show agility in their ability to streamline the development process for potential investors, and offer innovative technological tools to assist in investment attraction and retention, both of which constitute the backbone of any Economic Development department.

The traditional mandate of the Economic/Technology Development department has focused on the key functions of investment attraction, retention/expansion and small business support services.

This department also retains the responsibility for Corporate Marketing, which is most significantly expressed through the City's radio ad campaign each Spring and Fall.

In addition, over the course of the past 12 months, the Economic/Technology Development department has expanded its mandate in order to pro-actively develop some of our growth sectors, namely Tourism and Environmental Stewardship.

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The department's key areas of endeavour can now be summarized as follows:

- a) **Investment Attraction:** Responsibility for Corporate leadership in initiatives that have investment attraction and Vaughan's business community as their focus, such as the new and innovative Site Selection GIS application.
- b) **Business Retention:** Responsibility for the development and implementation of innovative programmes/initiatives in support of our existing business community, thereby aspiring to excellence in customer service through a strong economic development function. Industry goes where it is invited, but it stays and grows where it is supported and made to feel wanted.
One example of an innovative project our department is working to bring to fruition is the new *City of Vaughan Credit Card* programme, the first of its kind anywhere in the world.
- c) **Corporate Marketing:** Responsibility for the Development and implementation of best practices and standards for management of the City of Vaughan's corporate image, particularly as relates to Vaughan as the best jurisdiction in which to invest within Ontario.
- d) **Environmental Stewardship:** Responsibility for the development, coordination and marketing of the City's environmental initiatives as they relate to Vaughan's business community through our Business & Leadership Action Plan as well as the management of the Environmental Task Force and the development, implementation and overall responsibility for its projects and initiatives.
- e) **Tourism:** Responsibility for the development, coordination, and implementation of the City's tourism programme, including the development of a workplan to execute the approved Vaughan Tourism strategy, the management of the Vaughan Tourism Advisory Committee and all projects and initiatives relating to the tourism function for the Corporation, including the annual Discover Vaughan Tourism Bash.
- f) **Small Business (VBEC):** Responsibility for the development and support of Vaughan's substantive small business sector. The Vaughan Business Enterprise Centre, formed in 2001, continues to perform among the province's top Business Enterprise Centres, consistently registering over 1,200 new businesses each year, the majority of which are based in Vaughan.

Relationship to Vaughan Vision 2007

This report is in keeping with the Vaughan Vision goal of Servicing our Citizens, by providing information regarding Economic/Technology Development's execution of its mandate in such a manner as is in keeping with the spirit of A1 (Ensuring Excellence in the delivery of Core Services) and A4 (Promoting Economic Development).

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

Conclusion

The Economic/Technology Development team works to ensure that Vaughan's economy retains its dynamic diversity and flexibility through a commitment to quality service and innovative programmes aimed at supporting and strengthening all segments of our business community as well as promoting Vaughan as Ontario's premier community in which to invest, work and raise a family.

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ETDD will provide Council with regular updates on its activities, projects and initiatives.

Attachments

Attachment: ETDD Semi Annual Report on Departmental Activities
Appendix 1: Jane and Highway Business Recovery Ads

Report prepared by:

Emilia Valentini, Senior Manager of Business Development
Shirley Kam, Supervisor/Senior Economic Developer

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

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16

**ASSUMPTION – BLOCK 17 PROPERTIES
19T-97V04 / 65M-3448**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3448, and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.2 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 4 lot and 4 part block development is a residential subdivision. The development is located west of Dufferin Street, south of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on July 18, 2000. The municipal services in Plan 65M-3448 were installed in June 1999 and the top course asphalt was placed in September 2002.

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

Relationship to Vaughan Vision 2007

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

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

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Conclusion

It is therefore appropriate that the municipal services in 65M-3448 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 17, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

17

**ASSUMPTION – MAPLEWOOD RAVINES – PHASE 1
19T-94023 / 65M-3201**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3201, and that the municipal services letter of credit be reduced to \$175,000 for security towards the necessary modifications to the sanitary sewage system and the water booster station and final repair of deficiencies.

Economic Impact

Upon assumption of this development, approximately 10.5 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 186 lot development is a residential subdivision. The development is located west of Dufferin Street and south of Kirby Road as shown on Attachment 1.

The Subdivision Agreement was signed on September 27, 1997. The municipal services in Plan 65M-3201 were installed in June 1997 and the top course asphalt was placed in September 2002.

A sanitary pumping station and water booster station were constructed as part of the servicing requirements for the subdivision. Over the last several years intermittent odour concerns in the vicinity of the sanitary pumping station and water pressure concerns were experienced by residents in the subdivision. Both concerns are currently being addressed and resolved by the Developer's consulting engineer in conjunction with Staff. In addition, the City has retained MacViro to review the water pressure concerns associated with the booster station, and to design an interconnection to the Region of York's Newmarket / Aurora Feedermain, currently under construction along Keele Street. As a result, it is recommended that the municipal services letter of credit be reduced to \$100,000 for security towards the necessary modifications to the sanitary pumping station and the water booster station.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Public Works Department is requesting that \$100,000 be held back as securities to ensure that the

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necessary modifications to the sanitary sewage system and the water booster station are completed to the City's satisfaction. Final inspections of municipal services has been completed and repair of deficiencies in asphalt and concrete works is currently underway. The work will be completed shortly and a holdback of \$75,000 for this work is required. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3201 be assumed and the municipal services letter of credit be reduced to \$175,000. Once the necessary modifications to the sanitary sewage system and the water booster station and repair of deficiencies are completed to the satisfaction of the City, the letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/

(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 18, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

18

**ASSUMPTION – INTERCHANGE
19T-84004 / 65R-20291**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Development Agreement described by Plan 65R-20291, and that the municipal services letter of credit be reduced to \$35,000 for the minor repairs of paving material and pedestrian crossings as per the request of the Development Planning Department.

Economic Impact

Upon assumption of this development, approximately 4.0 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 7 block development is an industrial subdivision. The development is located on Highway 7, east of Highway 400 as shown on Attachment 1.

The Development Agreement was signed on May 25, 1998. The municipal services in Plan 65R-20291 were installed in July 1998 and the top course asphalt was placed in June 2002.

All the documentation required by the Development Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry and Clerks. The Development Planning Department is requesting that \$35,000 be held back as securities for the minor repairs of paving material and pedestrian crossings. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

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

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Conclusion

It is therefore appropriate that the municipal services in 65R-20291 be assumed and the municipal services letter of credit be reduced to \$35,000. The Letter of Credit will be released when the minor repairs to the paving material and pedestrian crossings are completed to the satisfaction of the City.

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3348 be assumed and the municipal services letter of credit be reduced to \$14,000. Once the works are completed to the satisfaction of the City, the letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 20, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

20

**ASSUMPTION – KERROWOOD NORTH SUBDIVISION
19T-84075 / 65M-2928**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3348, and that the securities be reduced to \$245,000 pending the Region's clearance regarding the construction of the sanitary outfall on Highway 27 between Islington Avenue and Cedar Glen Court and payment to the City in lieu of sidewalks along Highway 27, Cedar Glen Court and Forest Heights Boulevard.
2. When the clearance letter has been received and the payment in lieu of sidewalks has been made, the securities will be released.

Economic Impact

Upon assumption of this development, approximately 1.3 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Purpose

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

Background - Analysis and Options

The 41 lot development is a residential subdivision. The development is located west of Highway No. 27, north of Nashville Road as shown on Attachment 1.

The Subdivision Agreement was signed on November 1, 1993. The municipal services in Plan 65M-2928 were installed in July 1993 and the top course asphalt was placed in June 1999.

The City originally approved the subdivision on the basis that the development would be serviced by the City's municipal water supply and by private septic systems located on the individual lots. Council subsequently enacted Bylaws 240-98 and 357-98 to permit the installation of a municipal sanitary sewage system including a pumping station; servicing allocation was also granted for sewage capacity to the development. A Subdivision Amending Agreement was entered into on December 30, 1998 between the City of Vaughan and Kerrowood Estates Owners obligating the participating owners to construct and pay for the works. The works were constructed in 1999/2000 and have been completely paid for by the lot owners.

The matter of the sidewalks was dealt with in the June 23, 2003 Committee of the Whole Report No. 50 recommending that the proposed sidewalk on Forest Heights Boulevard and Cedar Glen Court be deleted and that the developer be requested to provide the City with funds equal to the estimated construction cost of the subject sidewalks to be used by the City for the trail system in

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the Kleinburg/Nashville Community. As well, the developer is obligated to pay towards the total cost of construction of sidewalks and streetlighting along Highway 27. This sidewalk along Highway 27 will be installed when it becomes warranted pending future development in the area.

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

The Region of York is requesting that \$150,000 be held back as security for the sanitary outfall on Highway 27 between Islington Avenue and Cedar Glen Court. The Development/Transportation Engineering Department is requesting that \$95,000 be held back to ensure that sufficient funds are received in lieu of the installation of sidewalks along Highway 27, Forest Heights and Cedar Glen. Staff are finalizing an estimate for the sidewalk works and will require payment prior to release of securities.

Relationship to Vaughan Vision 2007

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

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3348 be assumed and the securities be reduced to \$245,000. Once a clearance letter has been received from the Region of York for the sanitary outfall and payment for the sidewalk received, the securities will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 21, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

21

**ASSUMPTION – KEELANG TUDOR - PHASE 1 & 2
19T-86053 / 65R-15957, 65R-16605, 65R-17647 & 65R-17431**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Municipal Services Agreement described by Plan 65R-15957, 65R-16605, 65R-17647 and 65R-17431 and that the municipal services letter of credit be released.

Economic Impact

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

Purpose

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

Background - Analysis and Options

The 2 block development is an industrial subdivision. The development is located east of Keele Street, south of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on November 1, 1993. The municipal services in Plan 65R-15957 were installed in September 1993 and the top course asphalt was placed in August 1999.

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

Relationship to Vaughan Vision 2007

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

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

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Conclusion

It is therefore appropriate that the municipal services in 65R-15957, 65R-16605, 65R-17647 and 65R-17431 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 22, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

22

AWARD OF TENDER T06-107
ROAD RESURFACING 2006 - VARIOUS LOCATIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

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

1. That Tender T06-107 for the Road Resurfacing 2006 – Various Locations be awarded to Furfari Paving Co. Ltd. in the amount of \$1,796,392.00;
2. That a contingency allowance in the amount of \$180,000.00, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That a Geotechnical and Material Testing amount of \$18,000.00, plus G.S.T. be approved to ensure compliance with all applicable standards; and
4. That the additional funds required to complete this project in the approximate amount of \$160,000.00 be approved, and reallocated from Road Resurfacing 2005, Capital Project 1576-0-05 to Road Resurfacing 2006, Capital Project 1577-2-06.

Economic Impact

With the remaining funds from the 2005 Road Resurfacing Project transferred to the 2006 Road Resurfacing Account there is as such, no additional impact to the 2006 Capital Budget. The total cost of \$2,060,000.00 for the project will now fall within the available funding.

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

Purpose

To award Tender No. T06-107, Road Resurfacing 2006 – Various Locations

Background - Analysis and Options

This tender (2006 Capital Budget Project No. 1577-2-06) includes road resurfacing and/or rehabilitation of various roads. (See Attachment No. 1). The work may also include the replacement of curb and gutter, repair and/or adjustment of catch basins and manholes and other miscellaneous repairs.

This tender was advertised in the Daily Commercial News, on the Ontario Public Buyers Association (OBPA) and on the Electronic Tendering Network (ETN), and closed on May 23, 2006. A total of 13 sets of bid documents were picked up from Purchasing Services Department and the following 9 bids were received:

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<u>CONTRACTOR</u>	<u>TOTAL BID (EXCL. G.S.T.)</u>
Furfari Paving Co. Ltd.	\$1,796,392.00
D. Crupi & Sons Limited	\$1,959,460.00
Gazzola Paving Limited	\$2,033,680.00
Fermar Paving Limited	\$2,040,490.00
Lafarge Paving & Construction Ltd.	\$2,085,355.35
Graham Bros. Construction Limited	\$2,103,015.20
Pave-AI Limited	\$2,198,676.00
K. J. Beamish Construction Co. Ltd.	\$2,615,093.72
Brennan Paving & Construction Ltd.	\$2,666,874.66

The estimated cost for this project including contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$2,060,000.00 and is calculated as follows:

Furfari Paving Co. Ltd. (excluding G.S.T.)	\$1,796,392.00
Contingency amount (approx. 10%)	\$ 180,000.00
Geotechnical Inspection and Material Testing (estimated amount)	<u>\$ 18,000.00</u>
Sub-Total	\$1,994,392.00
G.S.T. (7% amount 100% recoverable)	\$ 139,607.44
Treasury Administration (3%)	<u>\$ 59,831.76</u>
Total	\$2,193,831.20
Less G.S.T. Recoverable	\$ (139,607.44)
Net Total Cost	\$2,054,223.76

ROUNDED \$2,060,000.00

Engineering staff has reviewed the submitted bids and are satisfied that Furfari Paving Co. Ltd. which has successfully completed similar works, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder Furfari Paving Co. Ltd.

Relationship to Vaughan Vision 2007

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

Conclusion

With the transfer and approval of funds from Road Resurfacing 2005, Capital Project 1576-0-05 to the Road Resurfacing 2006, Capital Project 1577-2-06 there is sufficient funding available to complete the project. Staff recommend that this contract be awarded to Furfari Paving Co. Ltd. in the amount of \$1,796,392.00, plus G.S.T.

Attachments

1. Location Map

Report prepared by:

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

PM:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 23, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving the following in accordance with the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2006:

- 1. Tender T06-118 be awarded to VBN Paving Ltd. at a contract value of \$275,150.50 including all applicable taxes for one year, with an option to renew for two additional one year periods, subject to funding and the Contractor performing to the City's satisfaction;***
- 2. That staff be authorized to perform additional curb and sidewalk repairs up to the approved budget of \$450,000.00; and,***
- 3. That the Mayor and Clerk be authorized to sign the necessary documents.***

23

**AWARD OF TENDER T06-118
CURB & SIDEWALK REPAIR & REPLACEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Purchasing Services, and the Director of Reserves and Investments, recommends that this report be received for information.

Economic Impact

Funds have been allocated and approved under Capital Project No. 1616-0-06.

Purpose

To advise Council of the upcoming tender award for curb and sidewalk replacement.

Background - Analysis and Options

Curbs and sidewalks throughout the City are inspected and a list of the repair locations is established on a priority basis. Priorities for repair are established on a range from those that create a potential hazard to the public (high), to those that are related to cosmetic appearances only (low). Those locations with the highest priority are repaired before those with a lower rating.

A tender has been called for this work, and closed on June 16, 2006. Due to the timing of the bid closing and the Committee/Council meeting schedule, the bid results and a recommendation for award are not available for this Committee, but will be made available prior to the Council meeting of June 26, 2006.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision 2007, specifically A-2, "Promote Community Safety, Health and Wellness".

Conclusion

Tender T06-118 closed on June 16, 2006. The bid results and a recommendation for award will be presented to Council on June 26, 2006.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 23, CW Report No. 37 – Page 2

Attachments

N/A

Report prepared by:

Brian T. Anthony, CRS-S, C. Tech.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 24, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2006.

24

**AWARD OF TENDER T06-067
HAULAGE & DISPOSAL OF VARIOUS WASTE MATERIAL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Purchasing Services, recommends that this report be received for information.

Economic Impact

Sufficient funds have been allocated and approved under various Operating Budget accounts.

Purpose

To advise Council of the upcoming tender award for the haulage and disposal of waste material.

Background - Analysis and Options

Public Works activities result in the generation of large amounts of waste materials. These wastes include: soil, dry excavated materials, wet partially decanted material, street sweepings, as well as other various materials generated from normal repair/maintenance activities. Some materials may require haulage to, and disposal at, an approved site licensed to accept contaminated waste.

A tender has been called for this work, and it closed on June 12, 2006. Due to the timing of the bid closing and the Committee/Council meeting schedule, there was insufficient time to check references and have the bid results available for the public agenda for this Committee. However, the bid results will be made available prior to the Council meeting of June 26, 2006, along with a recommendation for award.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision 2007, specifically A-2, "Promote Community Safety, Health and Wellness".

Conclusion

Tender T06-067 closed on June 12, 2006. The bid results and a recommendation for award will be presented to Council on June 26, 2006.

Attachments

N/A

Report prepared by:

Brian T. Anthony, CRS-S, C. Tech.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 25, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

25

**AWARD OF TENDER T06-028
MAJOR MACKENZIE DRIVE SIDEWALK AND ILLUMINATION
WESTON ROAD TO JANE STREET**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

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

1. That Tender T06-028 for the Major Mackenzie Drive Sidewalk and Illumination, Weston Road to Jane Street be awarded to Maple-Crete Inc. in the amount of \$332,387.00, plus G.S.T.;
2. That a contingency allowance in the amount of \$33,000.00 be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract; and
3. That the Mayor and Clerk be authorized to sign the appropriate documents.

Economic Impact

The total cost of \$384,500.00 for the project falls within the approved budget amount and as such there is no additional economic impact to the Capital Budget.

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

Purpose

Council approval to award Contract T06-028 for the Major Mackenzie Drive Sidewalk and Illumination from Weston Road to Jane Street.

Background - Analysis and Options

This tender (Capital Budget Project 1469-0-02) includes the construction of concrete sidewalk and the provision of streetlighting on Major Mackenzie Drive from Weston Road to Jane Street. (See Attachment No. 1 – Location Map).

This tender was advertised in the Daily Commercial News, the Ontario Public Buyers Association (OPBA) and on the Electronic Tendering Network (ETN), and closed on Monday May 15, 2006. A total of 16 documents were picked up from the Purchasing Department and the following 10 compliant bids were received:

<u>CONTRACTOR</u>	<u>TOTAL BID AMOUNT (EXCL. G.S.T.)</u>
Maple-Crete Inc.	\$332,387.00 *
Crownwood Construction Ltd.	\$341,248.10 *
Pine Valley Enterprises Inc.	\$346,967.70
1458451 Ontario Limited O/A Slipform Construction	\$355,971.75
Clearway Construction Inc.	\$358,708.73

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Il Duca Contracting Inc.	\$359,396.08
Aloia Bros. Concrete Contractors Ltd.	\$379,131.59
Patterned Concrete Ontario Inc.	\$396,417.58
Gazzola Paving Limited	\$424,554.00
D. Martino Construction Limited	\$509,232.00
* Corrected for mathematical error	

The estimated cost for this project including contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$384,500. and is calculated as follows:

Maple-Crete Inc. Bid (excl. G.S.T.)	\$332,387.00
Contingency Allowance (±10%)	\$ 33,000.00
Geotechnical Inspection and Material Testing	\$ 5,000.00
Utility Connection Fee	<u>\$ 2,000.00</u>
Sub-Total	\$372,387.00
G.S.T. (7% amount 100% recoverable)	\$ 26,067.09
Treasury Administration (3%)	<u>\$ 11,953.62</u>
Total	\$410,407.71
Less G.S.T. Recoverable	<u>\$(26,067.09)</u>
Net Cost	\$384,340.62

ROUNDED \$384,500.00

Engineering Services staff have checked the bids for mathematical errors and have corrected them as appropriate. Maple-Crete Inc. has completed similar works for the City in the past with satisfactory results. Consequently, Engineering Services staff are satisfied that Maple-Crete Inc. is deemed qualified to successfully complete this project. Therefore, it is appropriate to award this contract to Maple-Crete Inc.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works develop and implement bicycle and pedestrian networks (3.2.5.).

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

Conclusion

Sufficient funding is available in the Capital Budget (Project 1469-0-02) to complete the project. Engineering Services staff recommends that this contract be awarded to Maple-Crete Inc. in the amount of \$332,387.00, plus G.S.T.

Attachments

1. Location Map

Report prepared by:

John Zanchettin, Senior Engineering Assistant, ext. 3113
Tom Ungar, P. Eng., Manager, Design Services

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 26, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

26

**SCHOOL CROSSING GUARD
ANNUAL LOCATION REVIEW**

The Committee of the Whole recommends that this matter be referred to the Council/School Board Liaison Committee.

Recommendation

The Commissioner of Engineering and Public Works, the Commissioner of Legal and Administrative Services, the Director of Human Resources and the Director of Engineering Services recommend:

1. That a school crossing guard be approved on the south side of the intersection of Fossil Hill Road and Maria Antonia Road (St. Veronica Catholic Elementary School);
2. That the school crossing guard to be removed from the intersection of Melville Avenue and Cunningham Drive be relocated to the intersection of Fossil Hill Road and Maria Antonia Road;
3. That the following three school crossing guards be removed: New Westminster Drive/Conley Street, Melville Avenue/Avro Road and Martin Grove Road/Forest Drive; and
4. That the 82 guard complement be retained and the above three guard removals in recommendation #3 be utilized at a future school or an additional approved request.

Economic Impact

Not Applicable.

Purpose

To provide an annual review of 25 school crossing guard locations to determine the appropriateness of the crossing location and that it maintains an appropriate level of service.

Background - Analysis and Options

At its meeting on June 27, 2005 Council approved;

“That an annual program be established to conduct a review of 25 pre-selected school crossing guard locations in the field to determine the appropriateness of the crossing location for the subsequent school year.”

The annualized cost of one crossing guard is \$8,100. The cost for September to December is \$3,300 per guard (based on the current rate of pay as approved by Council). There are currently 82 guards approved within budget complement for the School Crossing Guards Program in 2006.

Engineering staff have undertaken further reviews of school crossing guard locations that may potentially be eliminated/relocated and/or the opportunity to cross more than one leg of an intersection. Schools were surveyed during the morning and afternoon arrival/departure times. Where possible, crossing studies were undertaken during normal weather conditions (i.e., surveys were not undertaken during heavy rain and snowfall days). In addition, staff attempted to survey schools on Tuesdays, Wednesdays or Thursdays, and accounted for specific holidays.

.../2

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During the investigations, staff observed and recorded the following details:

- Number of students using the crossing;
- Vehicular operations including parent drop off/pick-up activities;
- Crossing guard activities; and
- Type of traffic control, where applicable.

Of the 25 school crossing guard locations reviewed in the City of Vaughan, 6 are at signalized intersections, 18 are at intersections under an all-way stop control, 1 is at tee-type intersection location with only the side street with the stop control and 1 is located at an intersection that is controlled by a traffic circle. Staff conducted a pedestrian study at each location and the results are indicated in the chart on Attachment No. 1. As part of the review, staff requested from the respective School Board, the number of registered children that may use that particular crossing location. This information is also provided in the chart.

New School for 2006

York District Catholic School Board

There is 1 new school opening for September 2006. St. Veronica Catholic Elementary School is located on the southwest corner of the intersection of Fossil Hill Road and Maria Antonia Road. Based on the location of the school in comparison to number of households, it is proposed that a school crossing guard be provided on the south side of the Fossil Hill Road and Maria Antonia Road intersection. There is an existing all-way stop control at the intersection Fossil Hill Road and Maria Antonia Road. Refer to Attachment #1. The registered number of children that would cross Fossil Hill Road is 84. This guard will assist children arriving east of Fossil Hill Road. Staff will monitor this location in September 2006 to ensure this is the most appropriate location. The complement position for this crossing guard will be obtained by relocating the guard position from Melville Avenue and Cunningham Drive to this new location. The existing guard at Melville Avenue and Cunningham Drive (south side) will be removed once the Melville Pedestrian Signal is installed prior to the new school year in September 2006. A child wishing to cross Melville Avenue may do so at the new mid-block Pedestrian Signal.

Review of the 25 pre-selected guard locations

A brief summary is provided from the pedestrian studies:

1. Generally, there were no problems with the use of the guard and/or vehicle/pedestrian conflicts noted.
2. The following guard locations were noted to assist on additional legs of the intersection: Brownridge Dr/Draper Blvd, Melville Ave/Springside Rd, Melville Ave/Avro Rd, Melville Ave/Roseheath Dr, Discovery Tr/Equator Cres, New Westminster Dr/Mullen Dr, Fossil Hill Blvd/Davos Rd and Ten Oaks Blvd/Forest Run Blvd. Staff advised Human Resources of these concerns. Based on the studies, no additional 'L' type crossings are warranted at any of the above locations.
3. As shown in the accompanying chart (Attachment No. 2), the number of counted children compared to the registered number of children that may use a particular guard location is relatively low.

There are three guard locations that had a low presence of children crossing activity:

- New Westminster Dr/Conley St (total children 19), existing traffic signal for assistance.
- Melville Ave/Avro Rd (total children 5), existing traffic signal for assistance.
- Martin Grove Rd/Forest Dr (total children 4), existing all-way stop control.

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It is recommended, that the three guards be removed but not eliminated from the 82 guard complement. These guards can be kept as part of the complement that will allow staff to utilize them at a future school location, as an additional approved request or as spares in the event of absenteeism or illness. Staff note that the existing crossing guard from Melville Avenue and Roseheath Drive is to be relocated to a New crossing on Thornhill Woods Drive, south of Coltrane Drive.

Approved City Guidelines/Criteria for Placement of a School Crossing Guard– June 28, 2004

A school crossing guard will be implemented when the following criteria are met:

1. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local roadway exceeds 1,000 vehicles, which there are 50 or more (unassisted) school children crossing during the highest peak school time period.
2. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a local feeder roadway exceeds 3,000 vehicles, which there are 50 or more (unassisted) school children crossing during the highest peak school time period.
3. At an uncontrolled intersection or mid-block crossing where the daily traffic volume on a collector roadway exceeds 8,000 vehicles, which there are 50 or more (unassisted) school children crossing during the highest peak school time period.
4. At a side street only where the peak traffic volume rate exceeds 120 vehicles/hour.
5. At a location where the minimum sight distance is below 65 metres.
6. At an existing all-way stop controlled intersection where the total traffic volume exceeds 350 vehicles for local and feeder intersections.
7. At an existing all-way stop controlled intersection where the total traffic volume exceeds 500 vehicles for collector intersections.
8. At an existing traffic signalized intersection where the peak hour number of school children exceeds 50.
9. At a location where the operating speed for the street exceeds the existing speed limit by 10 km/h.

Relationship to Vaughan Vision 2007

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

Conclusion

This report is consistent with the priorities previously set by Council. Staff reviewed the City Guidelines/Criteria for Placement of a School Crossing Guard and recommend that the following three guard locations be removed: New Westminster Dr/Conley St, Melville Ave/Avro and Martin Grove Rd/Forest Dr. Staff recommends that the approved complement of 82 guards be retained and the above three guard removals be utilized at a future school location or an additional approved request.

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Staff also recommends that a school crossing guard be approved on the south side of the Fossil Hill Road and Maria Antonia Road intersection for the new school St. Veronica Catholic Elementary School.

Attachments

1. St. Veronica Catholic Elementary School Location Map
2. 2006 Crossing Guard Review List

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, Ext. 8031

:MD

(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. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

27

**THORNHILL WOODS DRIVE
PEDESTRIAN SIGNAL AND SCHOOL CROSSING GUARD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Directors of Reserves & Investments and Human Resources recommends:

1. That the existing School Crossing Guard position at the intersection of Melville Avenue and Roseheath Drive be eliminated as it is no longer required due to a consolidation of school crossing guards in the area of the School;
2. That a School Crossing Guard be established, at a New crossing location on Thornhill Woods Drive south of Coltrane Drive, in front of the planned District Park for the 2006/07 school year;
3. Since a Pedestrian Signal is warranted on Thornhill Woods Drive, in the vicinity of the planned District Park, that the matter be referred to the 2007 Capital Budget deliberations for consideration; and
4. That the York Region District School Board, Thornhill Woods Public Elementary School Principal, and School Community Council be notified of Council's direction in this matter.

Economic Impact

There is no impact to either the 2006 or 2007 School Crossing Guard Budget as the intent is to utilize a crossing guard from the existing complement for this location. The cost to install a Pedestrian Signal, pavement markings and signage will be referred to the 2007 Capital Budget deliberations. As approved, the on-going costs to maintain the signals, pavement markings, signs, and School Crossing Guard would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing a Pedestrian Signal and School Crossing Guard on Thornhill Woods Drive between Coltrane Drive and Summeridge Drive.

Background - Analysis and Options

At its meeting on April 24, 2006 Council directed:

- “1. **THAT staff investigate the feasibility of installing a pedestrian crossing near Thornhill Woods Public School; and**
2. **THAT an additional crossing guard be added to Thornhill Woods Public School.”**

Thornhill Woods Drive is a feeder roadway that extends from Highway No.7 to Rutherford Road and has a 23.0-metre right-of-way. Thornhill Woods Public School is located on Thornhill Woods Drive south of Autumn Hill Boulevard. In the near future, this section of Thornhill Woods Drive

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has a planned District Park and a secondary school. There is an existing all-way stop control at the intersection of Thornhill Woods Drive and Coltrane Drive. A School Crossing Guard is presently located on the east leg of Thornhill Woods Drive and Autumn Hill Boulevard. The area is shown in Attachment No.1.

Engineering staff conducted a Pedestrian Study on Thornhill Woods Drive on Thursday, May 25, 2006, from 8:30 a.m. to 9:30 a.m., and from 3:00 p.m. to 4:00p.m., to review the feasibility of installing a Pedestrian Signal and School Crossing Guard on Thornhill Woods Drive. Weather conditions were varied from overcast to sunny. The study area was separated into two zones. **Zone 1** - Autumn Hill Boulevard to Coltrane Drive. **Zone 2** - Coltrane Drive to Summeridge Drive. Pedestrians crossing Thornhill Woods Drive in each zone were recorded and the results of this study have been summarized below:

Table 1 – Summary of Pedestrian Study on Thornhill Woods Drive

Location	Date	Time	Unassisted Children	Assisted Children	Adults
Thornhill Woods Dr. - Autumn Hill Blvd. to Coltrane Dr. Zone 1	Thursday May 25, 2006	8:30 am to 9:30 am	27	18	38
		3:00 pm to 4:00 pm	32	29	34
Thornhill Woods Dr. - Coltrane Dr. to Summeridge Dr. Zone 2	Thursday May 25, 2006	8:30 am to 9:30 am	8	3	17
		3:00 pm to 4:00 pm	<u>2</u>	<u>5</u>	<u>12</u>
TOTALS			69	55	101

1. Children crossing Thornhill Woods Drive 'unassisted' indicates that a parent or guardian did not accompany the children while crossing Thornhill Woods Drive.
2. Children crossing Thornhill Woods Drive 'assisted' indicates that children were accompanied by a parent or guardian while crossing Thornhill Woods Drive.

There were 69 unassisted children, 55 assisted children, and 101 adults recorded crossing Thornhill Woods Drive during this study. In total, 225 pedestrians crossed Thornhill Woods Drive between Autumn Hill Boulevard and Summeridge Drive. According to the approved "City Guideline/Criteria for Placement of a School Crossing Guard", there are sufficient numbers to warrant a guard in this area. The York Region District School Board has indicated there are 125 registered students that reside west of Thornhill Woods Drive. Staff anticipates with the construction of a pedestrian signal and installation of a School Crossing Guard that more children will walk to school from the residential area west of Thornhill Woods Drive.

Installing a Pedestrian Signal will provide drivers with greater identification and warning of pedestrians crossing Thornhill Woods Drive during the arrival/dismissal, morning and afternoon periods on a daily basis. With the addition of the secondary school and the District Park it is expected that the number of pedestrians crossing Thornhill Woods Drive daily may increase considerably. The planned pedestrian signal site will be south of Coltrane Drive in front of the future District Park, and between the two schools.

Implementing a School Crossing Guard at the proposed Pedestrian Signal location would further improve safety and convenience for school children attempting to cross Thornhill Woods Drive. If implemented, staff will discuss this recommendation with the school(s) and will assist the parents to encourage the use of the Pedestrian Signal as the children's primary route rather than cross Thornhill Woods Drive at random locations as the results of the Pedestrian Study indicated.

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Given the lateness in the current school year, the intent would be to implement the new school crossing location, complete with the guard, for the beginning of the 2006/07 school year in September, 2006. If approved as part of the 2007 Capital Budget, the Pedestrian Signal would be added to the crossing location in 2007.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on our review, Engineering staff recommends the implementation of a Pedestrian Signal and School Crossing Guard on Thornhill Woods Drive, between Coltrane Drive and Summeridge Avenue, in the vicinity of 286/290 Thornhill Woods Drive. Constructing the Pedestrian Signal at this location would accommodate students from Thornhill Woods Public School and the proposed secondary school as well as pedestrians utilizing the District Park. Funding for the Pedestrian Signal is referred to the 2007 Capital Budget and is subject to Council's approval.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

:TA

(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. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that appropriate staff review with York Region the optimum periods for extending the timing of the north/south green lights at the intersection of Kipling Avenue and Hwy 7, namely on weekend evenings (Saturday and Sunday), May 15 to September 30, and between 9:00 p.m. and midnight, to facilitate the outflow of traffic onto Hwy 7 with the closure of functions/events at the three community facilities at the south end of Kipling Avenue.

28 **KIPLING AVENUE SOUTH OF HIGHWAY 7**
VARIOUS TRAFFIC CONCERNS

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be approved, subject to replacing "May 1st to September 30th" with "April 1st to October 31st in Clause 1; and
- 2) That the residents on both sides of Kipling Avenue between Highway 7 and the southerly leg of Veneto Drive, be polled to determine if they are in support of a pilot project to run in 2006 only, entailing the prohibition of all parking on the east side of Kipling Avenue only between 6:00 p.m. and 11:59 p.m. on Saturdays and Sundays from June 1st to September 30th, and that if 66.6% of respondents are in agreement with this proposal, this pilot project will be implemented with all deliberate speed.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Legal and Administrative Services recommends:

1. That all day parking prohibitions be implemented on the west side of Kipling Avenue from the north to south limits of the Kipling Parkette from May 1st to September 30th;
2. That the information from the Region of York, Transportation and Works Department, regarding additional weekend traffic signal timing plans at Highway 7 and Kipling Avenue to coincide with community centre/club activities be received for information; and
3. That those issues/concerns raised by area residents, and related directly to the addition of any future recreational/club facilities be addressed through the Development Approvals process as conditions of Site Plan Approval and remain the responsibility of the Applicant(s).

Economic Impact

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

Purpose

To review the traffic operational issues on Kipling Avenue south of Highway 7 as per direction from Council.

Background - Analysis and Options

At its meeting on May 23, 2005, Council directed:

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“(1) review in general traffic flow patterns in the vicinity of Kipling Avenue south from Regional Road 7, and in particular with respect to the traffic generated by the location in this area of three quasi-public community centres/clubs which attract vehicular traffic into the area, and

(2) report on initiatives which may be taken to improve the flow of such traffic, the cost of such initiatives, and the potential timing of the implementation of such initiatives in light of budgetary considerations, if any.”

Kipling Avenue is a feeder road between Highway 7 and the southerly limit (Hydro One Corridor). The intersection of Kipling Avenue and Highway 7 is signalized and under the jurisdiction of the Region of York. The existing posted speed limit is 40 km/h throughout. The ‘Kipling Parkette’ is located on the west side of Kipling Avenue south of Nadia Avenue with approximately 65 metres of frontage. The area is shown on Attachment No. 1.

Automatic Traffic Recorders (ATR) were installed on Kipling Avenue between Coles Avenue and Nadia Avenue from Thursday, May 25, 2006 to Monday, May 30, 2006 to collect 24-hour speed and volume data over the weekend (May 27th, May 28th). The following table summarizes the results of this investigation.

Kipling Avenue between Coles Avenue and Nadia Avenue

<u>Date</u>	<u>Direction</u>	<u>24 Hour Volume</u>
Saturday, May 27 th	Northbound	2417
	Southbound	2333
	Total	4750
Sunday, May 28 th	Northbound	1930
	Southbound	1989
	Total	3919

Average Speeds Collected	Northbound	50 km/h
	Southbound	50 km/h

24 Hour volumes on the weekend dates were well within the designed capacity for Kipling Avenue. The capacity for a feeder road is 8000 vehicles per day. Both the Veneto Centre and the Ciociaro Social Club were contacted and both confirmed they had no weekend activities planned on these dates. The average speeds collected were found to be 50 km/h for both northbound and southbound directions. Kipling Avenue would be considered a primary emergency response route according to Vaughan Fire & Rescue Services.

Staff contacted the Region of York, Transportation and Works Department in regard to concerns raised that during weekend activities at the community centres south on Kipling Avenue, additional green time for the northbound direction at Kipling Avenue and Highway 7 is required. Region of York staff have reviewed this concern and in response have added an additional timing plan for northbound traffic at Highway 7 and Kipling Avenue for Saturdays and Sundays between the hours of 11:00am to 3:00pm to facilitate the expected additional traffic.

Staff reviewed the area of the Kipling Parkette which is located on the west side of Kipling Avenue south of Nadia Avenue. Staff recommends a parking prohibition to be installed on the west side of Kipling Avenue from the north to south property limits of the Parkette (approximately 65 metres). The limits of the prohibition would state May 1st to September 30th. The prohibition will improve sight visibility of pedestrians going to/coming from the Parkette.

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In terms of other parking infractions along this section of Kipling Avenue By-law and Enforcement Services staff will need to increase surveillance to enforce the maximum 3 hour limit in the City's Consolidated Parking By-law and provide increased safety for pedestrians in the area and park-users.

Other Issues As Requested

Several other issues were raised by the residents as noted in the original report and the May 23, 2006 Council direction. Many of the issues relate to development concerns associated with events occurring at the existing number of private recreational facilities and those potentially arising out of proposed additional similar facilities. Financial contributions and/or roadwork improvements may be required by the Applicant(s) as part of the respective approvals for those facilities contributing to additional traffic. These may include, but not necessarily be limited to, sidewalks, streetlighting, road widening, etc. Staff can offer the following responses:

Roadway Improvements – In response to a resident letter suggesting an alternative lane configuration along Kipling Avenue, staff can indicate that while this may be feasible in the northern two blocks (Hwy. 7 to Coles Avenue and Coles Avenue to Nadia Avenue) it can not be achieved south of Nadia to the end of the street due to narrower pavement widths. Road widening would be required in this area. Further, a 3-lane section north of Nadia would automatically mean a 24 hour, 7 day a week parking prohibition on the west side of the street (southbound) in order to facilitate regular traffic flow. Similarly, a 24 hour, Saturday and Sunday parking prohibition on the east side of the street (northbound) would be required to allow for the "exiting" event traffic to move freely towards Hwy 7.

The southerly portion of Kipling Avenue (south of the south leg of Veneto Drive) has an unimproved rural cross-section. Urbanization alone of this road segment would not necessarily address the need for improved traffic flow. The current Capital Roads Program calls for resurfacing of the north end of Kipling Avenue in 2009, with the reconstruction (rural road upgrade) of the southerly portion presently not scheduled within the 5 year plan. The estimated capital cost of upgrading the subject section of Kipling Avenue to a 2 lane rural cross section is about \$350,000, with the incremental cost to add an equivalent 3rd lane for on-street parking costed at \$250,000. The comparative construction cost for a 3-lane urban section (curb and gutter only) is approximately \$800,000.

The necessary capital funds for the road upgrades would need to be funded from Long Term Debt and would be included in a Draft Capital Budget for Council's consideration in the particular year the planned works came forward. The long range financial implications will include operating and maintenance costs, including long term reconstruction associated with this type of infrastructure, which are not qualified at this time.

Event Coordination – Coordination of weekend community events would be the responsibility of the various private Community Centres or Clubs to arrange and manage. Different dates and staggered start and finish times would likely reduce the impact of traffic accessing and exiting the site. Such stipulation(s) would likely have to be incorporated into the respective development agreements as a condition of approval, normally negotiated with the Applicant(s.)

Paid Duty traffic officers – The request for off-duty police officers during weekend community centre events would be the responsibility of the various Community Centres or Clubs. The cost of which would have to be borne by the club or group making such request.

Emergency Access – The issue of emergency access as affected by weekend Community Centre/club events has been reviewed by Fire & Rescue Services. Fire & Rescue Services have indicated they have had no emergency response concerns in the past.

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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.

Conclusion

Based on staff's review, it is recommended that a parking prohibition from May 1st to September 30th on the west side of Kipling Avenue from the north to south property limits of Kipling Parkette be implemented.

In addition, the information from the Region of York Transportation and Works Department pertaining to an additional timing plan to facilitate weekend community centre events at the intersection of Highway 7 and Kipling Avenue be received for information.

Attachments

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

:MR

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 29, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**29 VILLAGE GREEN DRIVE AND VELMAR DRIVE (EAST INTERSECTION)
PROPOSED CENTRE MEDIAN**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be approved; and
- 2) That the funding for the installation of a centre median at the subject location be referred to the Budget Committee for consideration during the 2007 Capital Budget deliberations.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes regarding the installation of a centre median on the south leg of the intersection of Village Green Drive and Velmar Drive (east intersection).

Economic Impact

Installing a centre median on the south leg of the intersection of Village Green Drive and Velmar Drive (east intersection) would be an initial impact on the 2007 Capital Budget of \$5,500. The on-going costs to maintain the centre median would be an impact to future Operating Budgets.

Purpose

To report on the results of Council's request to review opportunities for a centre median on Velmar Drive (east leg) at Village Green Drive.

Background - Analysis and Options

At its meeting on February 27, 2006, Council directed:

“That staff review opportunities to construct a centre median on the south leg of the intersection, to be funded by the developer.”

Velmar Drive and Village Green Drive are feeder roads with a 23.0 metre right-of-way width. The existing speed limit on Village Green Drive and on Velmar Drive is posted at a reduced 40 km/h limit. There is an existing all-way stop control at this intersection. The area is shown on Attachment No. 1.

Staff contacted Tri-Din Development Corporation and also sent a copy of the Council Extract dated February 20, 2006. On May 9, 2006, staff spoke with the developer who declined to be involved further with the funding request as the proposed centre median was not a part of the Subdivision Agreement or any traffic management measures.

The estimated cost to construct the centre median with the associated traffic signs is \$5,500. There are no funds available in the 2006 Capital Budget for this work. Should Council wish to consider the installation, the project should be referred to the 2007 Capital Budget process for discussion.

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Relationship to Vaughan Vision 2007

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

Conclusion

Through discussion with the developer, they have declined further involvement with the funding request, as the proposed centre median was not a part of the Subdivision Agreement. Staff note that Development Engineering indicates this Subdivision is assumed.

Attachments

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

:MR

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

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Item 30, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

30

**MISTY MEADOW DRIVE
PARKING REVIEW**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be approved;
- 2) That staff review the feasibility of installing a four-way stop at Misty Meadow Drive and Twinberry Crescent; and
- 3) That the deputation of Ms. Jenny Fiorini, 62 Misty Meadow Drive, Woodbridge, L4L 3V7, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That parking prohibitions not be implemented on Misty Meadow Drive;
2. That the City of Vaughan Bylaw and Enforcement Department provide increased enforcement of the maximum three hour parking limit on Misty Meadow Drive; and
3. That the letters and petitions be received from area residents.

Economic Impact

Not Applicable

Purpose

To review the feasibility of implementing parking prohibitions on Misty Meadow Drive.

Background - Analysis and Options

At its meeting on April 24, 2006 Council directed:

1. That the request from 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 Drive 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.

Misty Meadow Drive is a residential local roadway with a 20-metre right-of-way. There is one lane of travel in each direction with a paved surface of 8.5 metres. The posted speed limit on Misty Meadow Drive is 40 km/h. The area is shown in Attachment No.1.

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A request has been received to review the on-street parking conditions on Misty Meadow Drive in the vicinity of Irish Moss Court. In the request, the resident expressed concerns with vehicles parking on Misty Meadow Drive which cause through traffic to cross the centre line of the road and drive in the opposing lane, as well as hinder the ingress/egress to private driveways.

Staff conducted general observations on Misty Meadow Drive on Wednesday, May 24, 2006, from 4:00 p.m. to 5:30 p.m. During these observations, staff did not observe a parking problem on Misty Meadow Drive from Ansley Grove Road to Irish Moss Court. However, staff did observe five vehicles parked on Misty Meadow Drive from Irish Moss Court to approximately 500 metres west of Irish Moss Court. Vehicles that parked on the horizontal curves reduced the sightlines for traffic traveling in the same direction and would also force motorists to cross into the opposing

lane. Due to the low residential volume, motorists can easily view and negotiate around a parked vehicle on Misty Meadow Drive, which is similar to other local City roadways.

A collision review indicates four collisions have occurred on Misty Meadow Drive within the past three years as follows.

- A pedestrian stepped onto Misty Meadow Drive in front of a parked vehicle and was struck by a vehicle traveling eastbound. No charges were laid.
- One vehicle sideswiped the parked vehicle. Charges were laid.
- Two collisions occurred when motorists reversed out from their driveways and collided with vehicles parked on Misty Meadow Drive. No charges were laid.

Engineering staff received a letter/petition and video from a local resident on April 10, 2006. The letter expressed difficulties with entering and exiting a private driveway and was accompanied by a petition with 14 signatures in support of prohibiting parking on one side of Misty Meadow Drive. Staff did not observe any difficulties during their review with respect to vehicles entering and exiting private driveways. Staff reviewed the provided video and did not observe any problems that are not encountered on other similar type roadways within the City. The letter/petition has been included as Attachment No.2.

Engineering staff received a second letter/petition on May 29, 2006 from residents of Misty Meadow Drive. This petition contained 53 signatures opposed to any parking prohibitions on Misty Meadow Drive. The letter/petition has been included as Attachment No.3.

During the study, the parking was sporadic along Misty Meadow Drive, which does compare to other local city roadways.

In the absence of any site specific parking prohibitions the City's Consolidated Parking By-law, maximum 3 Hour limit, 2:00 a.m. to 6:00 a.m., applies to all Municipal thoroughfares, such as would be the case on Misty Meadow Drive.

Relationship to Vaughan Vision 2007

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

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 our review, it is recommended that a parking prohibition not be implemented on Misty Meadow Drive, but rather increased surveillance and/or enforcement as required by Bylaw & Enforcement Department.

Attachments

1. Location Street
2. Letter/petition Dated April 10, 2006 to the Mayor and members of Council only
3. Letter/petition Dated May 30, 2006 to the Mayor and members of Council only

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

:TA

(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 31, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

31

**JACOB KEFFER PARKWAY
PROPOSED PARKING PROHIBITIONS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to add 'No Parking' Anytime prohibition on the east side of Jacob Keffer Parkway, from a point 38 meters south of Rutherford Road to a point 60 meters south of Rutherford Road; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to add 'No Parking' Anytime prohibition on the west side of Jacob Keffer Parkway, from a point 33 meters south of Rutherford Road to a point 95 meters south of Rutherford Road.

Economic Impact

The cost to install the 'No Parking' signs will be an initial impact on the 2006 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing parking prohibitions on Jacob Keffer Parkway, in response to concerns raised by a resident.

Background - Analysis and Options

A request was received to assess the truck parking situation on Jacob Keffer Parkway, south of Rutherford Road. The resident stated truck traffic repeatedly parks on Jacob Keffer Parkway, south of Rutherford Road, to frequent the two retail stores located in the adjacent plazas. Jacob Keffer Parkway is an industrial roadway with a 28.0 metre right-of-way and a paved driving surface of 18.0-metres. There is one lane of travel in each direction.

The existing parking prohibitions on Jacob Keffer Parkway, in the vicinity of Rutherford Road, are as follows:

East side of Jacob Keffer Parkway:

- Rutherford Road to a point 38 metres south of Rutherford Road.
- The east plaza access to a point 10 metres north of the east plaza access.
- The east plaza access to a point 60 meters south of the east plaza access.

West side of Jacob Keffer Parkway:

- Rutherford Road to a point 33 meters south of Rutherford Road.
- The west plaza access to a point 10 metres north of the west plaza access.
- The west plaza access to a point 6 metres south of the west plaza access.

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Staff conducted A.M. parking observations on Tuesday May 23, 2006, from 8:00 to 9:00, to review the feasibility of extending the existing 'No Parking' Anytime parking prohibitions on Jacob Keffer Parkway, south of Rutherford Road. In total, twelve transport trucks were observed parked on Jacob Keffer Parkway within the hour. Several of these trucks parked on Jacob Keffer Parkway south of Rutherford Road and north of the plaza accesses where vehicles are currently permitted to park. A collision review indicates there have been no reportable collisions at this location within the past three years. The area is shown in Attachment No.1.

The proposed 'No Parking' at anytime prohibitions will prevent truck traffic from congesting Jacob Keffer Parkway directly south of Rutherford Road and north of the plaza entrances still allow on-street parking on Jacob Keffer Parkway in the vicinity of Ganter Gate. Also, it will improve the sight lines viewing from the adjacent plaza accesses, as motorists are now required to almost enter the roadway to view southbound traffic.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on this review, it is recommended that the existing 'No Parking' Anytime prohibitions on Jacob Keffer Parkway be extended to alleviate congestion caused by trucks parked on Jacob Keffer Parkway near Rutherford Road.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

:TA

(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 32, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**32 NAPA VALLEY AVENUE AND CRISCIONE DRIVE/ST. PADRE PIO'S SCHOOL ACCESS
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Napa Valley Avenue and Criscione Drive/St. Padre Pio's school access.

Economic Impact

The cost to install the all-way stop control signs and pavement markings will be an initial impact on the 2006 Operating Budget. The on-going costs to maintain the signs and pavement markings would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Napa Valley Avenue and Criscione Drive/St. Padre Pio's school access in the Woodbridge Expansion Area.

Background - Analysis and Options

A request has been received to review the traffic activity at the intersection of Napa Valley Avenue and Criscione Drive/St. Padre Pio's school access. Napa Valley Avenue is a feeder roadway with a 23.0-meter right-of-way. Criscione Drive is a local roadway with a 17.5-metre right of way. The speed limit is 40 km/h on Napa Valley Avenue and 50 km/h on Criscione Drive. The area is shown in Attachment No.1.

A turning movement count was conducted on Tuesday, March 28, 2006 at the intersection of Napa Valley Avenue and Criscione Drive/St. Padre Pio's school access during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 3:00 pm to 6:00 pm. The weather on this day was sunny and clear. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	90%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions at this intersection susceptible to prevention by implementing all-way stop control over the last twelve-month period, and there are no site restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the warrant.

Staff however believes it would be beneficial to install an all-way stop control at the intersection of Napa Valley Avenue and Criscione Drive/St. Padre Pio's school access. The warrant required 120 vehicles to cross the major roadway of Napa Valley Avenue from the minor roadway of Criscione Drive/St. Padre Pio's school access. Staff recorded 108 vehicles crossing Napa Valley

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Avenue from Criscione Drive and the school access, only 12 vehicles below the criteria in the All-Way Stop Warrant. Since the 12 vehicles to meet the warrant could be met at anytime and that it is a school access it would be beneficial to install the all-way stop control at this time.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended that all-way stop control be installed at the intersection of Napa Valley Avenue and Criscione Drive/ St. Padre Pio's school access.

Attachments

1. Location Map

Report prepared by:

Tim Apostolopoulos, Traffic Analyst, Ext. 3120
Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

:TA

(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 33, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

33 COLLISIONS AT SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be approved; and**
- 2) **That staff review the top three locations with the highest collision rates and provide a report addressing the safety issues.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the following report be received for information;
2. That York Region Police Services be requested to provide more frequent surveillance and enforcement of the speed limit and ensure better compliance with the existing traffic signal controls at the following intersections:
 - Ansley Grove Road/Embassy Drive/Blue Willow Drive
 - Clark Avenue/New Westminster Drive
 - Ansley Grove Road/Windflower Gate/Pinedale Gate
3. That a copy of this report be forwarded to Transportation & Works Department at the Regional Municipality of York for their information.

Economic Impact

Not applicable.

Purpose

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

Background - Analysis and Options

Collision Reporting

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

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

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

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Collision Rate Determination

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

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

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

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

Collisions at Signalized Intersections

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

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

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

Attachment No. 2 includes a three-year summary of collisions at the City’s signalized intersections. None of the locations experienced a collision rate higher than 0.77 collisions/mve, which is significantly lower than the 1.5 collisions/mve thresholds.

The three signalized intersections with the highest collision rates in 2005 are shown below:

	<u>2004 Collision Rate</u>	<u>2005 Collision Rate</u>
Ansley Grove Road/Embassy/Blue Willow Drive	0.61	0.77
Clark Avenue/New Westminster Drive	0.44	0.66
Ansley Grove Road/Windflower Gate/Pinedale	0.38	0.64

These locations experienced the highest collisions rates among the City’s signalized intersections during 2005. Staff examined the collision reports in order to identify any trends in the type of collision, road condition, time of day, vehicle type, driver action and pedestrian/cyclist involvement.

Ansley Grove Road/Embassy Drive/Blue Willow Drive

The signalized intersection is located within a residential area in Woodbridge. There were five collisions reported in 2005, compared to four in 2004, for a collision rate of 0.77 collisions/mve. Of the five collisions, two were rear-end collisions, one was a turning movement collision, one was an angle collision, and one involved a pedestrian hit by a vehicle. There were a total of three charges laid by York Region Police – one for failing to have a license, one for failing to yield the right-of-way, and one for failing to stop.

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Clark Avenue/New Westminster Drive

The signalized intersection is located within a residential area in Thornhill. There were nine collisions reported in 2005, compared to six in 2004, for a collision rate of 0.66 collisions/mve. Of the nine collisions, three were rear-end collisions, two were turning movement collision, two were angle collisions, and one involved a bicycle hit by a vehicle. There were a total of two charges laid by York Region Police – both for careless driving.

Ansley Grove Road/Windflower Gate/Pinedale Gate

The signalized intersection is located within a residential area in Woodbridge. There were five collisions reported in 2005, compared to three in 2004, for a collision rate of 0.64 collisions/mve. Of the five collisions, one was a rear-end collision, two were turning movement collisions, one was an angle collision, and one involved a bicycle hit by a vehicle. There were a total of three charges laid by York Region Police – two for careless driving, and one for failing to yield the right-of-way.

Staff has verified that the traffic signals at all three locations are clearly visible, in good repair and fully operational at the time of collisions. High speed and disregard for existing traffic control were likely contributing factors in these collisions. Accordingly, it is recommended that York Region Police Services be requested to provide more frequent enforcement of the speed limit in the vicinity of the intersections as well as compliance with the traffic signals.

Collisions at Unsignalized Intersections

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

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

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Attachment No. 4 includes a three-year summary of collisions at the City's unsignalized intersections. None of the major unsignalized intersections had a collision rate for 2005 higher than 0.50, which is significantly lower than the 1.5 collisions/mve thresholds.

The two unsignalized intersections under review last year (Edgeley Boulevard and Portage Parkway, and Edgeley Boulevard and Applemill Road) experienced significantly lower collision rates in 2005 than in 2004 as shown below:

	<u>2004 Collision Rate</u>	<u>2005 Collision Rate</u>
Edgeley Boulevard/Portage Parkway	1.61	0.48
Edgeley Boulevard/Applemill Road	1.01	0.29

Both intersections are under existing all-way stop control and are scheduled for traffic signal installation in 2006.

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

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on the 2005 collision review, none of the City's signalized intersections experienced a collision rate higher than 1.5 collisions/mve. This criterion is generally the trigger for further review. The highest collision rate experienced at a signalized intersection was 0.77.

In addition, the highest collision rate experienced at an unsignalized intersection was 0.50. Two of the previously identified unsignalized intersections – Edgeley Boulevard and Portage Parkway, and Edgeley Boulevard and Applemill Road experienced significantly lower collision rates in 2005 than 2004. Both intersections are scheduled for traffic signal installation in 2006.

Attachments

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

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

MR

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 34, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

34

**SHERWOOD PARKETTE
BARRIER OPTIONS**

The Committee of the Whole recommends:

- 1) That decorative bollards be installed on Sherwood Park Drive on the north side of the Sherwood Parkette;
- 2) That the matter with respect to funding be referred to the Budget Committee; and
- 3) That the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the report be received for information regarding a protective barrier to be installed on Sherwood Park Drive on the north side of the Sherwood Parkette.

Economic Impact

Installing the barrier would be an initial impact on the 2007 Capital Budget of up to \$3,250.00. The on-going costs to maintain the barrier would be an impact to future Operating Budgets.

Purpose

To review the feasibility of installing a protective barrier on Sherwood Park Drive on the north side of the Sherwood Parkette.

Background - Analysis and Options

At its meeting on January 23, 2006 Council directed:

“That staff be directed to advise on the installation of a safety barrier in front of the Sherwood Parkette, directly in front of the bend in Sherwood Park Drive”

Residents of Sherwood Park Drive are concerned that vehicles could lose control traveling south towards the bend in front of the Sherwood Parkette that may create an unsafe situation for those attending the parkette. The residents have requested that a safety barrier be installed to prevent this from occurring. This area is shown in Attachment No. 1.

City staff has investigated the possibility of installing either Steel Beam Guide Rails or Decorative bollards at this location.

Decorative Bollards

Approximately four decorative bollards would be required for this location. Staff estimates that the cost to install each bollard would be approximately \$800.00. The estimated cost would be approximately \$3,200.00, plus applicable taxes. Decorative bollards would be better suited with the existing furniture of the parkette, and would be aesthetically accepted by the residents.

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Steel Beam Guide Rail

The cost to install a Steel Beam Guide Rail would be approximately \$130.00 per metre. Approximately 25 metres would be required in front of the parkette. The estimated cost would be approximately \$3,250.00, plus applicable taxes. However, a Steel Beam Guide Rail is less aesthetically pleasing than the decorative bollards, and staff believe that a Steel Beam Guide Rail would not suit the existing furniture in the parkette.

Staff note that the warrant criteria for installing a rodaside barrier at this location is not met for either option.

There are currently no funds in the 2006 Capital Budget for this type of work. Should Council wish to consider the installation, the project should be referred to the 2007 Capital Budget process for discussion.

Relationship to Vaughan Vision 2007

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

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

Conclusion

There are no funds in the 2006 Capital budget for this type of work should Council.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131
Mike Dokman, Supervisor Traffic Engineering, ext. 3118

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 35, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

35

**SHERWOOD PARK DRIVE
PARKING PROHIBITION REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking' prohibition on the south side of Sherwood Park Drive between Keele Street and Alberta Drive; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to delete the existing 'No Parking' prohibition on the north side of Sherwood Park Drive between the west limit of Keele Street and the east limit of Alberta Drive.

Economic Impact

The cost to install the 'No Parking' signs will be an initial impact on the 2006 Operating Budget. The on-going costs to maintain the signs would be an impact to future Operating Budgets.

Purpose

To review the feasibility of implementing a 'No Parking' prohibition on the south side of Sherwood Park Drive between Keele Street and Alberta Drive, and to review the feasibility of removing the existing 'No Parking' prohibition on the north side of Sherwood Park Drive between Keele Street and Alberta Drive.

Background - Analysis and Options

There was a Community Meeting held on April 6, 2006. The residents at this meeting asked if the existing "No Parking" prohibition can be relocated from the north side of Sherwood Park Drive to the south side of Sherwood Park Drive. Sherwood Park Drive is a local roadway with a 15m Right-of-way and a 7m pavement width. There is a section that is paved with a rolled curb that will allow for parking off the 7m pavement travel width. The residents indicated that due to the lack of available space between driveways, it would be more suitable to relocate the parking to the north side of the street. Upon a site review, there are more parking spaces available on the north side of Sherwood Park Drive. This area is shown in Attachment No. 1.

Relationship to Vaughan Vision 2007

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

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

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Conclusion

Based on staff's review, it is recommended that the existing parking prohibition be relocated from the north side of Sherwood Park Drive to the south side of Sherwood Park Drive between Keele Street and Alberta Drive.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131
Mike Dokman, Supervisor Traffic Engineering, ext. 3118

:LW

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 36, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

36

**FREDRICK STREET
NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the Fredrick Street Neighbourhood Traffic Committee plan proposal not be approved in accordance to the Neighbourhood Traffic Committee Policy and Procedure as the resident support of 66.6% was not achieved and also the warrant criteria is not met.

Economic Impact

Should Council approve the proposed plan, the cost to install the traffic calming measures would be an initial impact to the 2006 Traffic Calming Capital Budget (Account No. 1631-0-06) of approximately \$12,000, and the cost to maintain the traffic calming measures would be a future Operating Budget impact.

Purpose

To report on the Fredrick Street Neighbourhood Traffic Committee Plan proposal.

Background - Analysis and Options

At its meeting on November 28, 2005, Council directed:

“That staff be directed, in coordination with the Local Ward Councillor’s office, to meet with the community to determine what traffic management measures might be considered for installation on Fredrick Street and to report to a future Committee of the Whole.”

The Fredrick Street traffic committee area is bounded by Riverview Avenue to the north, and Wigwoss Drive to the south. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

Public Participation

The initial public meeting of the Fredrick Street Neighbourhood Traffic Committee was held on March 8, 2006. Engineering Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City’s Neighbourhood Traffic Committee Policy and Procedures. There were 5 residents in attendance and 2 of those residents formed the traffic committee.

The final public meeting was held on May 23, 2006. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. The meeting was attended by 11 residents, of which 6 residents were in favour of the plan, and 5 residents were opposed. According to the Council approved Neighbourhood Traffic Committee Policy and Procedure, there must be resident support of at

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least 66.6% in order for the plan to proceed. The threshold support was not achieved at this meeting.

The meetings were advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers. The Notice of the meetings was also mailed out to the residents in the defined area for this committee.

Traffic Calming Plan - General

There are existing all-way stop controls at the intersections of Fredrick Street and Riverview Avenue and at Fredrick Street and Wigwoss Drive which bound the Fredrick Street Traffic Committee area to the north and south. The posted speed limit on Fredrick Street is 40 km/h.

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

There are three speed humps proposed on the plan and they can be placed at the following locations:

- Fredrick Street between properties #89 and #95,
- Fredrick Street between properties #53 and #59, and
- Fredrick Street in front of property #29.

Speed Studies

Staff conducted a radar speed study on Fredrick Street north of Sylvadene Parkway on Wednesday, December 7 and Thursday, December 8, 2005 during morning and afternoon peak time periods respectively. On both days the weather was clear and the roads were dry. The results are shown in the table below.

Location	Direction	Time Period	Average Speed
Fredrick Street north of Sylvadene Parkway.	Northbound	AM	40
	Southbound	PM	36
	Northbound	AM	44
	Southbound	PM	42

The average recorded vehicle speeds range from 36 to 44 km/h, which is generally in accordance with the existing speed limit. Should the traffic calming proposal be approved by Council, staff will collect additional speed data 12 months after installation.

Staff requested comments from Fire & Rescue Services and from Public Works on the plan proposal. Fire & Rescue Services state that traffic calming measures delay emergency response times and cause mechanical problems with their apparatus braking systems. Fredrick Street is identified as a primary response route.

Should Council approve the proposed plan, the cost to install the traffic calming measures would be an initial impact to the 2006 Traffic Calming Capital Budget (Account No. 1631-0-06) of approximately \$12,000.

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure, Warrant 1 – speed humps shall be considered only when the following three warrants are met: the street is not a primary emergency response route, the speed limit is 50km/h or less, and the average speed is measured to be 10km/h greater than the speed limit.

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The collected speeds do not exceed the posted speed limit by 10km/h and Fredrick Street is considered a primary response route.. Based on the above warrant, the warrant for the installation of speed humps on Fredrick Street is not met.

Neighbourhood Traffic Committee Summary

The Year 2006 Capital Budget assigned \$309,000 for the implementation of traffic calming projects. To date, the following Traffic Management Plans and Projects that will be funded from the \$309,000 have been approved and they total approximately \$120,500:

- King High Drive Traffic Committee, estimated cost \$25,000;
- Townsgate Drive/Emerald Lane, estimated cost \$14,000;
- Fieldstone Drive, estimated cost \$9,500;
- Glen Shields Avenue / Quaker Ridge Road, estimated cost \$5,000;
- Sonoma Heights Phase 1 Traffic Committee, estimated cost \$51,000
- Islington Avenue near Capner Court, estimated cost \$16,000.

Environmental Assessment Act Requirements

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

Should traffic calming measures be approved by Council for installation on Fredrick Street, then the City would be required to publish a Notice of Completion. The notices would also have to be filed with the Ministry of Environment and published in editions of the Vaughan Citizen, Lo Specchio and the Vaughan Weekly newspapers. Prior to construction, the City's normal practice is to mail letters to the residents of Fredrick Street should traffic calming measures be approved, informing them of their installation.

Relationship to Vaughan Vision 2007

This Traffic Study is consistent with Vaughan Vision 2007 as to ensure that the enhancement of safety standards are adhered to (1.1.2) and that effective traffic calming measures meet the City's Neighbourhood Policy and Procedures and Warrants for traffic calming (3.3.1).

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

Conclusion

The Engineering Department recommends the Fredrick Street Neighbourhood Traffic Committee plan proposal not be approved, as the Neighbourhood Traffic Committee Policy & Procedure's requirement of 66.6% resident support was not met.

Attachments

1. Location Map

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

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

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Item 37, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

37 FOUNTAINS AND AERATION DEVICES IN STORMWATER MANAGEMENT PONDS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That aeration devices be installed in stormwater management ponds where water conditions are positively identified as breeding grounds for mosquitoes, as determined by the Region of York's Health Unit or where water quality concerns have been identified by Staff, and then only if a more economical solution can not be found;
2. That water fountains be installed in stormwater management ponds to visually enhance and promote the City of Vaughan in highly visible areas adjacent to arterial roads and/or within key district centre areas of the City, provided that the pond is deemed to be a suitable candidate for a water fountain as assessed by Staff on a site specific basis;
3. That a Stormwater Management Pond Water Fountain Pilot Project be implemented at the Sugarbush Pond located just north of Highway 7 between Bathurst Street and Thornhill Woods Drive to fully assess the installation, operation and maintenance requirements of electrically driven water fountains; and,
4. That the Five Year Implementation Strategy for the installation, operation and maintenance of fountains and aeration devices in stormwater management ponds and all associated financial implications be deferred for consideration to a future Budget Committee meeting, following the completion of the Stormwater Management Pond Water Fountain Pilot Project.

Economic Impact

There are no immediate economic impacts resulting from the adoption of this report. The financial implications resulting from the installation, operation and maintenance of fountains and aeration devices in stormwater management ponds will be assessed upon completion of the City's proposed pilot project.

Purpose

This report has been prepared in response to Council's requests respecting the installation of water fountains and aeration devices in stormwater management ponds.

Background – Analysis and Options

Item 47, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on August 25, 2003, recommended:

"That Council agrees in principle with installing water fountains in stormwater management ponds and directs staff to assess and evaluate the operation of electrically driven and wind driven fountains and provide a report to Council."

Also, Item 2, Report No. 9, of the Budget Committee, which was adopted without amendment by the Council of the City of Vaughan on May 25, 2004, recommended:

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“That staff provide a report on a Five Year Plan for implementation of aeration devices for stormwater management ponds.”

Water Fountains & Aeration Devices

The objective of both water fountains and aeration devices is to mix the water column in each pond so that the movement at the surface is sufficient to discourage the reproduction of mosquitoes (thereby potentially decreasing the threat of mosquitoes carrying the West Nile virus), potentially increase the oxygen level in the pond to reduce stagnant water and the accompanying odour, and in the case of fountains, provide some visual enjoyment.

Over the past year, Public Works has hosted two wind driven units at the Joint Operation Centre. A wind driven fountain and a wind driven aeration pump were provided by the manufacturer, at no cost, for demonstration purposes. The wind driven aeration unit has operated without fault since installation, and has kept the surface water in the pond moving sufficiently to discourage the reproduction of mosquitoes and to control the odour.

Although electrically driven fountains are significantly more expensive to purchase and operate, they are much more reliable and robust for fountain applications as compared to wind driven fountains. The wind driven fountains would not produce consistent spray heights for sustained periods and were found to be better suited for aeration applications only.

Accordingly, it has been determined that where aeration devices are being considered, the wind driven device is the most appropriate, and where fountains are being considered, the electrically driven device is the most appropriate.

The City has purchased one electrically driven water fountain unit with the intent of conducting a pilot project to accurately assess the financial, operational and maintenance implications of its use. The electrically driven fountain was temporarily set up in the stormwater management pond at the City’s Joint Operations Centre on a trial basis, last month. During this trial, a few issues were identified in regards to proximity of the fountain’s spray to parked vehicles, during high wind days.

In order to gain a better understanding of the operational issues concerning installation of electrically driven fountains in stormwater ponds, the City’s electrically driven fountain will be installed and operated for a period of two years at an existing stormwater management pond. The recommended candidate pond for the pilot project is the Sugarbush Pond located just north of Highway 7 between Bathurst Street and Thornhill Woods Drive. This pond has not yet been assumed, is set back significantly from any homes or roadways, will allow good visibility of the fountain from both Highway 7 and Highway 407, has hydro electricity available to it from the surrounding residential community, and is easily accessible for installation, operation and maintenance. It is anticipated that the fountain will be installed during the summer months after the power source and all related infrastructure is secured.

Evaluation Criteria

As part of the Region of York’s Health Unit West Nile virus surveillance program regular testing of stormwater management ponds is being undertaken. Where the virus is detected, larviciding is typically considered. If a pond is identified as a breeding grounds for mosquitoes, and a more economical solution can not be achieved, a wind driven aeration device or electrically driven water fountain may be considered based on the following criteria:

1. Depth of permanent water pool in the pond.
2. Existing silt build up in the pond.
3. Availability of hydro electricity to the pond area.

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4. Feasibility of bringing a power supply to the pond site.
5. Accessibility for installation, operation and maintenance.
6. Potential disruption in water quality functionality of the pond.
7. Susceptibility to vandalism.
8. Overall public safety.
9. Aesthetic value/benefits.
10. Visibility in the community.

Similar criteria may be used to assess the suitability of aeration devices or electrically driven water fountains in ponds where odours caused by stagnant water has been noted.

Financial Implications

There are currently 70 assumed stormwater management ponds throughout the City. Of these 70 facilities, 36 are wet ponds providing water quality control and therefore designed to accommodate a permanent pool of water. It is anticipated that approximately 25 new stormwater management wet ponds will be added to the inventory within the next five years. As such, a total of 61 ponds may be further evaluated based on the above noted criteria, to determine suitability for installation of water fountain or aeration devices.

Based on discussions with Staff from the Town of Milton's Operations Department, one of the only municipalities in the area that has had an electrically driven water fountain operating within a stormwater management pond for the last 20 years, the cost associated with the yearly operation and maintenance is approximately \$10,000. This cost will vary depending on the size of the fountain and its operating schedule. As the unit is susceptible to damage from freezing, labour is required to place and remove the unit in the spring and fall so that it is not subject to freezing. Storage space is also required during the winter months when the unit is not in operation. The initial capital cost to purchase and install a typical unit appropriate for this type of use is approximately \$20,000.

The capital costs associated with a wind driven aeration device is approximately \$3,000, while the yearly operating and maintenance is approximately \$1,000.

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;
- Implementing the policies established by OPA No. 600

Specifically, the recommendations support Vaughan Vision A-2 "Promote Community Safety, Health and Wellness", and A-3 "Safeguard Our Environment".

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

Conclusion

It is anticipated that the City will operate approximately 61 wet ponds over the next 5 years. Should conditions warrant, the installation of wind driven aeration devices or electrically driven water fountains may be considered on a site specific basis to potentially discourage the reproduction of mosquitoes, reduce stagnant water and associated odour, and/or aesthetically enhance wet ponds in highly visible areas of the City.

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In order to fully assess the financial, operational, and maintenance implications of electrically driven water fountains it is recommended that a two year pilot project be initiated at the existing Sugarbush Pond located just north of Highway 7 between Bathurst Street and Thornhill Woods Drive. Upon completion of this pilot project, a complete implementation strategy will be prepared by Staff for review and approval by Budget Committee.

Attachments

N/A

Report prepared by:

Michael Frieri, Development Supervisor, Engineering Planning and Studies, Ext. 8729
Rob Meek, Manager of Technical and Environmental Services, Ext. 6100

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Item 38, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

38

FENCING LANGSTAFF ROAD

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 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 concerns of residents regarding the deterioration of rear lot fencing along the south side of Langstaff Road between Ansley Grove Road and Stan Gate, and
- related Regional and Local Municipal policies and responsibilities regarding the repair and maintenance of rear lot fences (noise attenuation fencing).

Background – Analysis and Options

Item 23, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 8, 2006, recommended:

“That staff prepare a report for the next available Committee of the Whole meeting to address the concerns of residents as outlined within the petition to include the role, responsibility of the City of Vaughan, Regional Municipality of York and residents. Report to include a response to each of the six questions as outlined below and as contained within the petition; and

That staff review and/or consult with the Regional Municipality of York with respect to noise attenuation fencing as per York Region Policy dated May 2005 or any other related policy as provided by the residents and attached.”

Rear Lot Fences

Homes built on local residential streets that back onto either busy City collector roads or Regional arterial roads often have ‘rear lot fencing’ along the rear property line adjacent to the right-of-way. During the 1980’s the majority of these fences were constructed of pre-cast concrete posts and panels and were required to act as noise barriers against ambient noise levels caused by high traffic volumes usually generated on the busy roads. These types of rear lot fences exist in numerous residential development areas throughout the City. In many cases, now over 20 years since originally installed, they are deteriorating and require repair and/or replacement. The manufacturer of these noise walls was Evercrete Limited, which is no longer in business and therefore there is no possibility of recourse against that company.

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Towards the late 1970's, the Ministry of the Environment formulated standards for acceptable noise levels within new residential subdivisions. However, it fell on the municipalities to actually impose the requirements that would allow these standards to be met. Since that time, noise attenuation barriers together with other types of solutions have been implemented by the City of Vaughan and the Region of York for new developments through the subdivision servicing agreement process.

As a condition of draft plan approval the City and the Region require the completion of a Noise Study for all proposed residential subdivisions. The key purpose for a noise study is to investigate all potential ambient noise sources in the area of a development, including traffic noise and to recommend mitigation measures such that all anticipated noise levels within residential outdoor living areas do not exceed maximum allowable levels as established by the Ministry of the Environment.

In accordance with the subdivision agreement requirements between the developer and the City, these fences are to be installed wholly on the private property and not on the road allowance. Maintenance and upkeep are the responsibility of individual property owners. Also, provisions are typically made such that warning clauses registered on title, must be included in all purchase and sale agreements to home owners stating the need for such fencing and that all maintenance and repair is the homeowner's responsibility.

York Region Traffic Noise Mitigation Policy for Regional Roads

On March 23, 2006, after extensive discussions and input from the local municipalities and the Urban Development Institute/Ontario (UDI), Region of York Council adopted an updated Noise Policy for the mitigation of traffic noise on Regional roads.

The policy establishes noise assessment and mitigation requirements for Regional capital road projects, review and approval of new development applications, consideration of retrofit noise mitigation and to address potentially unsafe situations of privately owned noise barriers adjacent to public areas on Regional roads.

With respect to severely deteriorating privately owned noise barriers that are located adjacent to Regional roads, the Region's policy dictates the following process to address potentially unsafe situations adjacent to public areas:

1. Potential hazards shall have owners directed by the local municipality as soon as the hazard had been identified by Regional forces to correct the problem within a fixed time period.
2. Failure to comply shall result in Regional Staff working with local municipal Staff to have unsafe sections dismantled and have removed materials either disposed of or stockpiled on or adjacent to the owner's property. All costs incurred will be back charged to the homeowner with the assistance of the governing local municipality via the Property Standards Act.

City of Vaughan Property Standards By-Law 409-99

The City's Property Standards By-law 409-99 includes the following requirements related to privately owned fencing.

Every fence shall be kept:

1. *In structurally sound condition.*
2. *In good repair and free of accident hazard.*
3. *Maintained in a structurally sound condition and plumb, unless specifically designed to be other than vertical.*

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4. *Maintained free from health, fire and accident hazards.*
5. *Protected from deterioration by the application of paint or other suitable protective materials of uniform colour, or constructed of a material that is inherently resistive to such deterioration.*
6. *Made with suitable materials and shall be designed and erected in a workmanlike manner and maintained so as not to create an unsightly appearance.*
7. *Maintained free from posters, signs, notices, advertising materials, words, slogans, pictures, drawings or other defacement.*
8. *Capable of performing safely the function for which they were constructed.*

Petition By Local Residents to Replace Damaged Fence Adjacent to Langstaff Road

The Langstaff Lane Subdivision Agreement between the City and Prombank Investments Limited was executed in 1985. As part of the development of this subdivision and in accordance with the noise study completed at the time, a 1.8 metre high acoustic barrier along the rear lot lines of Lots 1 to 25 and 28 to 50 inclusive (Registered Plan 65M-2354) was required.

The pre-cast concrete noise fence (acoustic barrier) constructed along the south side of Langstaff Road between Ansley Grove Road and Stan Gate now over 20 years old, has deteriorated to the point where portions of it are structurally unstable.

The following clause was included in Section 21.13 of the subdivision agreement between Prombank Investments Limited and the City.

*“No part of any noise attenuation measure shall be constructed on or within the Regional Road right-of-way on Langstaff Road. Fences adjacent to this Regional Road may be constructed on the property line provided that they are not higher than 1.83 metres. The maintenance of noise barriers and fences and landscaping bordering on the Langstaff Road, Ansley Grove Road and Stan Gate rights-of-way and located on or abutting Lots 1 to 25 inclusive, and 28 to 50 inclusive, shall not be the responsibility of the Region or the Town and shall be maintained by the Owner as part of the municipal services as required by this Agreement. **Following the Town’s assumption of services in this Plan, the maintenance of the fences and barriers shall be the responsibility of the abutting lot owners, and each such owner shall be responsible for the portion abutting his lot.**”*

In addition, Section 19.4 requires that the Owner shall include in every offer or agreement to purchase a lot in the Plan, a clause stating that the Purchaser will be required to maintain the acoustical measures constructed as part of the Subdivision Agreement.

The total length of fencing in question, in need of repair or replacement is approximately 580 metres. This stretch of fence impacts 35 adjacent residential property owners, Lots 14 to 25 and Lots 28 to 50 inclusive of Registered Plan 65M-2354.

Based on the above noted information the following is provided in response to the petition submitted by the effected local residents.

1. What is the total cost?

It is estimated that the cost to remove and replace the existing 1.8 metre precast concrete fence would be in the order of approximately \$330 to \$400 per metre. This cost is based on all associated works required with the fence replacement, including but not limited to surveying, inspection, retrofitting of sideyard fencing to suit, grading rehabilitation and sodding. For 580 metres of fence the total would be approximately \$232,000 (580m @ \$400/m). Based on the number of property owners impacted by this work, the cost

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breakdown per individual property owner is approximately \$6,700 (\$232,000 / 35). This is strictly an average per owner and would vary depending on the type of material, existing conditions and the length of property frontage for each individual owner. Individual property lengths vary between 6 metres and 26 metres.

2. *What materials will be used?*

It is proposed that a similar material in appearance to the existing fence, pre-cast concrete panels is used. As an alternative wood could also be used. This would not have a significant impact on the cost however. For aesthetic reasons, it is imperative that the replacement of the deteriorated portions of the fence should be as similar in appearance as is reasonably possible in relation to the existing surrounding fences.

3. *How will new footings be poured?*

Concrete footings should be poured at a sufficient depth to protect against frost action and should be designed in accordance with the manufacturer's/engineer's specifications.

4. *What is the height? (They recommend 3 metres in height because of the excess or higher traffic and noise pollution they experience.)*

It is anticipated that the new fence would be the same height as the existing fence, 1.8 metres, as that is the height that was originally designed to mitigate ambient noise levels to be within acceptable limits according to Ministry of the Environment guidelines. Further, this would ensure uniformity with other existing neighbouring fences in the area.

5. *How will the contract be awarded?*

This would be at the owner's discretion, as the work would be done on private property and a private contract is required between the Property Owner and the Contractor.

6. *How will old material be disposed?*

This should be stipulated in the final contract for the work. Typically, all old material should be disposed of off site and can be recycled at various facilities where certain construction material is accepted.

Consultation With The Region of York

A similar petition requesting the Region of York take responsibility for deterioration of pre-cast concrete rear lot fence as a result of salt damage, was received by the Region of York from the residents of Torii Street and Ambassador Crescent abutting the north side of Highway 7 between Pine Valley Drive and Aberdeen Avenue. In 2003 Regional Council formally responded by requesting the City work with the property owners directly to bring the rear lot fence up to the standard prescribed under the City's Property Standards By-law 409-99. The Region of York declined all ownership over the matter. This Regional methodology has been further enforced by the York Region Traffic Noise Mitigation Policy for Regional Roads as adopted on March 23, 2006.

Staff have consulted the Region on the recent Langstaff Road fencing petition request and were advised that as the fences were on private property, it would be the sole responsibility of the respective homeowners to remove and replace the failing fence as per the Region's current Noise Mitigation Policy for Regional Roads.

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A future report will be brought forward to the Committee of the Whole in the fall to address the City's policy respecting the removal and replacement of private noise walls throughout the City.

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

Rear or flankage lot fencing abutting roadways is typically required as a noise barrier to ensure anticipated noise levels within residential outdoor living areas do not exceed maximum allowable levels as established by the Ministry of the Environment.

York Region's Traffic Noise Mitigation Policy for Regional Roads states that severely deteriorating privately owned noise barriers located adjacent to Regional roads remain the responsibility of the private property owner, and that this matter shall be enforced by the governing local municipality via the Property Standards Act for the Province of Ontario.

The City's current Property Standards By-law 409-99 specifically dictates that all privately owned fencing shall be kept in good repair and free of accident hazard by individual property owners.

Similar rear lot (noise) fencing currently exists extensively throughout the City not only abutting Regional Roads but also adjacent to local collector roads assumed by the City. As neighborhoods age, all fencing regardless of material, will deteriorate and eventually require repair and/or replacement. These fences are privately owned facilities on private property and the associated on-going maintenance is not assumed by the municipality.

Implementing a local area charge or "Special Area Development Charge" under the Development Charges Act, 1997, to collect funds for on-going maintenance of infrastructure including fencing and/or noise attenuation walls is not permitted by the Development Charges Act. Maintenance costs are deemed to be not development related.

Attachments

N/A

Report prepared by

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

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Item 39, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

39

**CONLEY STREET
TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That a By-law be enacted to implement a westbound through prohibition at the intersection of Conley Street and New Westminster Drive from 7:00am – 9:00am, Monday – Friday;
2. That the City of Toronto be requested to review the feasibility of an eastbound left turn prohibition at the intersection of Steeles Avenue and Conley Street from 4:00pm – 6:00pm, Monday – Friday;
3. That speed humps not be installed on Conley Street;
4. That York Regional Police be requested to provide increased enforcement of the existing southbound right turn prohibition at the intersection of Conley Street and New Westminster Drive.

Economic Impact

The cost to install the turning prohibition signs will be an initial impact on the 2006 Operating Budget. The cost to maintain the signs would be an impact on future Operating Budgets.

Purpose

To investigate the feasibility of installing traffic calming measures on Conley Street, in response to Council direction.

Background - Analysis and Options

At its meeting on May 29, 2006 Council directed:

1. ***THAT staff be requested to investigate and provide a report on traffic calming options for Conley Street between New Westminster Drive and Steeles Avenue and;***
2. ***THAT staff be requested to report back to a future Committee of the Whole meeting before summer hiatus and;***
3. ***THAT York Regional Police be requested to increase their monitoring and enforcement of the speed limit along Conley Drive.”***

Conley Street is a feeder road with a 23.0 metre Right-of-Way and 11.5 metre pavement width. The posted speed limit on Conley Street is 40 km/h.

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Speed humps have been requested on Conley Street between New Westminster Drive and Steeles Avenue, as traffic is infiltrating onto Conley Street to avoid Steeles Avenue and New Westminster Drive intersection.

Staff collected speed and volume data from Automatic Traffic Recorders installed on Conley Street east of New Westminster Drive and west of New Westminster Drive from Wednesday, May 31, 2006 to Friday, June 2, 2006. The speed and volume data were collected over a 24-hour period as summarized below:

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24-HOUR VOLUME
Thursday, June 1, 2006	24 hour data collection	West of New Westminister Drive	Eastbound	40 km/h	1855 vehicles
Thursday, June 1, 2006	24 hour data collection	West of New Westminister Drive	Westbound	41 km/h	1864 vehicles

DATE	TIME	LOCATION	DIRECTION	AVERAGE SPEED	24-HOUR VOLUME
Thursday, June 1, 2006	24 hour data collection	East of New Westminister Drive	Eastbound	42 km/h	1450 vehicles
Thursday, June 1, 2006	24 hour data collection	East of New Westminister Drive	Westbound	44 km/h	1820 vehicles

The average speeds on Conley Street west of New Westminister Drive were found to be 40 km/h eastbound and 41 km/h westbound. The average speeds on Conley Street east of New Westminister Drive were found to be 42 km/h eastbound and 44 km/h westbound. Both locations indicate a very high level of compliance to the posted speed. The total traffic volumes collected over a 24-hour period are acceptable for the roadway capacity designed for Conley Street. The daily traffic on a feeder roadway should not exceed 8000 vehicles/day.

In accordance with Council's Neighbourhood Traffic Committee Policy and Procedure, speed humps shall be considered only when the following three warrants are met:

- The street is not a primary emergency response route
- The speed limit is 50 km/h or less
- The average speed is measured to be 10 km/h greater than the speed limit

Conley Street is a primary emergency response route, and the average speed is not 10 km/h higher than the speed limit. Based on the above criteria, the warrant for the installation of speed humps on Conley Street is not met.

In addition, staff conducted an Infiltration Study on Thursday, June 1, 2006 during the time periods of 7:00am to 9:00am and 3:00pm to 5:30pm to determine the amount of 'cut-through traffic'. The weather on the day of this study was clear, sunny and dry.

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The infiltration routes and results of the studies are summarized in the following table:

Wednesday, October 20, 2004 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	SB New Westminster and Conley Street	Conley Street and Steeles Avenue	33	17 or 51%
7:00am to 9:00am	WB Conley Street and New Westminster	Conley Street and Steeles Avenue	101	74 or 73%
3:00pm to 5:30pm	Steeles Avenue and Conley Street	Conley Street and New Westminster Drive	326	204 or 63%

The percentage of traffic infiltration is high for all three noted movements. Staff recommends the following turning prohibitions during specific time periods:

- Existing - southbound right at Conley Street and New Westminster Drive, 7:00am – 9:00am., Monday to Friday.
- Proposed – westbound through at Conley and New Westminster, 7:00am – 9:00am, Monday – Friday.
- Proposed – eastbound left at Steeles Avenue and Conley, subject to review and approval by the City of Toronto, 4:00pm – 6:00pm, Monday – Friday.

Staff will request frequent enforcement from York Regional Police Services of the existing southbound right turn prohibition as 51% of motorists were making the illegal turn movement.

Staff have reviewed the roadway, and have found one area where a speed hump could be installed should Council wish to install a speed hump on Conley Street. The estimated cost to install the measure is approximately \$4,000. The speed hump can be located between properties # 174 and #178. However, since speeds did not exceed the speed limit by more than 10 km/h and Conley Street is identified as an emergency response route, staff does not recommend that a speed hump be installed.

Environmental Assessment Act Requirements

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

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

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

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Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended:

1. That a By-law be enacted to implement a westbound through prohibition at the intersection of Conley Street and New Westminster Drive from 7:00am – 9:00am, Monday – Friday;
2. That the City of Toronto be requested to review the feasibility of an eastbound left turn prohibition at the intersection of Steeles Avenue and Conley Street from 4:00pm – 6:00pm, Monday – Friday;
3. That speed humps not be installed on Conley Street;
4. That York Regional Police be requested to provide increased enforcement of the existing southbound right turn prohibition at the intersection of Conley Street and New Westminster Drive.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131

Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

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

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Item 40, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By directing that staff meet with the affected business owners in the area for consultation prior to the implementation of the prohibition; and

By approving that a status report be provided six months after implementation.

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**CREDITSTONE ROAD
PROPOSED PARKING/STOPPING PROHIBITION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006, be approved;
- 2) That staff provide a report addressing the off-loading activities of large trucks on Creditstone Road, including the feasibility of implementing a parking prohibition at all times for such activity; and
- 3) That the memorandum from the Director of Engineering Services, dated June 15, 2006, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a "No Parking" prohibition from 4:00 – 6:00 pm, Monday to Friday, be implemented on the east side of Creditstone Road (northbound direction) between the Canadian National Rail crossing and MacIntosh Boulevard.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of implementing parking/stopping prohibitions on Creditstone Road, in response to requests from residents.

Background - Analysis and Options

Requests from residents for parking/stopping prohibitions have been received by the City. The concern is that there are a number of large trucks parking on-street to unload, which in turn impedes vehicular traffic flow.

Creditstone Road is an urbanized industrial roadway with a varying pavement width ranging from 11.5 to 14.0 metres between Highway 7 and MacIntosh Boulevard. This pavement width allows for a 3 and 4 lane cross section respectively. The area is shown on Attachment No. 1.

Staff conducted parking observations on Creditstone Road between Highway 7 and MacIntosh Boulevard on Thursday, May 31, 2006 from 4:00-5:00pm and on Monday, June 5, 2006 from 8:00-9:00am to determine if parking prohibitions are required. The table below shows the results of the observations.

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OBSERVATION TIME	ON-STREET SUMMARY OF VEHICLES NOTED PARKED ON CREDITSTONE
4:00-5:00pm Thursday, May 31, 2006	- 1 truck parked on the east side of Creditstone just north of the Canadian National Railway line from 4:00-5:00pm - 1 truck parked on the east side of Creditstone north of the Canadian National Railway line from 4:30-5:00pm
8:00-9:00am Monday, June 5, 2006	- 1 truck parked on the east side of Creditstone just north of the Canadian National Railway line from 8:30-9:00am - 1 truck parked on the east side of Creditstone north of the Canadian National Railway line from 8:45-9:00am

There were a minimal number of parked vehicles on Creditstone Road between Highway 7 and MacIntosh Boulevard during observations. Trucks were observed unloading on the east side of Creditstone Road, but two-way vehicular traffic was not impeded, and at no time were any driveway accesses blocked. The unloading activity of these trucks are for short periods of time.

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

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

Observations of on-street parking activity during the 8:00-9:00am and 4:00-5:00pm time periods are similar to the recently conducted observations. Parking/stopping prohibitions were not recommended based on the results of the previous observations.

In now comparing the results of the previous parking observations (December 2005) and the more recent Study (May – June, 2006) it appears that the problematic parking period is in the late afternoon. In this regard staff are recommending that a parking prohibition be implemented from the afternoon peach period, from 4:00 – 6:00 pm, Monday to Friday, in the area of between MacIntosh Boulevard and the Canadian National Rail crossing.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended that a No Parking prohibition be implemented on the east side of Creditstone Road between the Canadian National Rail crossing and MacIntosh Boulevard, from 4:00 – 6:00 pm, Monday to Friday.

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Attachments

1. Location Map

Report prepared by

Mark Ranstoller, Senior Traffic Technologist, ext. 3141
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

:MR

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

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Item 41, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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TEMPORARY BORROWING BY-LAW 2006

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services, dated June 19, 2006:

Recommendation

The Commissioner of Finance & Corporate Services recommends:

That Council enact a Temporary Borrowing By-law for an amount up to \$50,000,000 from the City's corporate bank of record.

Economic Impact

There is no cost to have the temporary borrowing available to the City, however there would be an economic impact to the extent of interest carrying costs on amounts borrowed. The funds would only be required in an emergency.

Purpose

To obtain Council approval to allow the City of Vaughan to temporarily borrow funds.

Background - Analysis and Options

Section 407 (1) of the Municipal Act states:

“At any time during a fiscal year, a municipality may authorize temporary borrowing, until the taxes are collected and other revenues are received, of the amount Council consider necessary to meet the current expenditures of the municipality for the year

In the past the City of Vaughan has been able to avoid bank financing for operating purposes. Sound cash management practices supported by fiscal policies have improved Vaughan's financial position. However, as a matter of practice, a temporary borrowing by-law is recommended for unforeseen circumstances.

The amount borrowed at any one time should not exceed the provisions set out in Section 407 (2) of the Municipal Act:

- a) from January 1 to September 30 in the year, 50 per cent of the total estimated revenues of the municipality as set out in the budget adopted for the year; and,
- b) from October 1 to December 31 in the year, 25 per cent of the total estimated revenues of the municipality as set out in the budget adopted for the year.

The temporary borrowing by-law authorized the City Treasurer, from time to time as conditions may warrant to borrow from the City's corporate bank such sums as may be deemed necessary within the provisions of Section 407 (2) of the Municipal Act up to \$50,000,000. The limit permitted by the Municipal Act based on the 2006 adopted budget is \$83,000,000 from January 1, 2006 to September 30, 2006 and \$42,000,000 from October 1, 2006 to December 31, 2006. This amount increases annually.

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Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council particularly: 2.1 Ensure long term financial stability.

Conclusion

Council authorize the City Treasurer from time to time as conditions may warrant to borrow from the Toronto Dominion Bank in Vaughan, Ontario such sums as may be deemed necessary within the provisions of Section 407 (2) of the Municipal Act.

Attachments

None

Report prepared by:

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

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Item 42, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

42

PROPERTY ASSESSMENT APPEALS - 2006

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services and the Director of Finance, dated June 19, 2006:

Recommendation

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

That Council approve the attached list of properties for appeal to the Assessment Review Board.

Economic Impact

The correction of assessments which are too low will generate additional funding for the City and provide for a more equitable distribution of the property tax burden.

Purpose

To appeal properties (no residential homes) which for a variety of reasons have significant errors in their assessment as returned on the roll.

Background - Analysis and Options

Section 40 of the *Assessment Act* allows that any person, including a municipality, may appeal assessments to the Assessment Review Board (ARB). Finance staff, together with the Municipal Property Assessment Corporation (MPAC) identified a number of significant errors on the assessment roll provided to the City for taxation purposes for 2006.

Once the assessment roll has been provided to the municipality there are a number of mechanisms available to property owners to correct errors that result in an assessment that is too high, however, property assessments which are too low would not normally be corrected by the property owner, therefore the City may launch an appeal to have the corrections made.

The types of appeals that can be filed include:

- Unoccupied, enclosed buildings where the value was omitted from the roll
- Errors in property class
- Exemptions for properties that do not qualify
- Property that is no longer farmed

The property owners have been notified that an appeal has been filed as per the legislation.

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

Reaching an agreement with the property owner and MPAC on the correction required and processing an adjustment to the property tax account will conclude these appeals. Should the

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City, MPAC and the property owner not be able to reach an agreement the appeal will be heard and decided by the Assessment Review Board (ARB). Finance staff do not anticipate that many would reach this stage as the appeals have primarily been launched in order to correct obvious errors to the roll.

Attachments

Attachment 1 - Vaughan Assessment Appeals 2006 Tax Year

Report prepared by:

Maureen E. Zabiuk, A.I.M.A., AMTC
Manager, Property Tax & Assessment
Ext. 8268

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

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43

REPORTING SYSTEM FOR MAJOR CONTRACTS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services and the Director of Purchasing Services, dated June 19, 2006:

Recommendation

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

That the following report with respect to the implementation of a reporting system for major contracts and Attachments 1 and 2 be received.

Economic Impact

The implementation of the Contract Management System provides notice of expiring contracts and allows sufficient time to explore all options.

Purpose

To advise Council that a system to track when major contracts will be expiring has been developed and is being implemented.

Background - Analysis and Options

Implementation of a reporting system identifying when major contracts are expiring was identified at the Budget Committee, Report 1 Item 4 February 14, 2005 and subsequently approved by Council.

The Council requested the Commissioner of Finance & Corporate Services to "provide a staff report with respect to implementing a reporting system for all major contracts and that the said report include a spreadsheet listing for all major contracts, renewal dates and related tendering process timelines; and contract further That 60 days be added to the timelines to provide sufficient time for contract renewals".

Contract Reporting System

A contract reporting system has been developed internally. Purchasing, with technical development from the ITM department and input from user departments undertook the initiative. The contract database is developed on Microsoft Access and contract expiry / renewal dates are linked with an automatic email notification system. The system calculates and generates "notification messages" for contact group (respective commissioner, director and purchasing contacts) 120, 90, 60 and 30 days prior to contract expiry / renewal date.

The system has been implemented on a trial basis and is being monitored for its correctness and effectiveness. Changes can be incorporated as required.

Objective

Each department is responsible for managing contracts in their area, including the preparation for subsequent renewals or new bids. The objective of the contract reporting system was:

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1. to provide all departments with a contract tracking mechanism that would assist in the timely initiation of a new bid or contract renewal process well in advance of the expiry of existing contracts; and
2. to maintain a record of all major contracts finalized by the City of Vaughan.

Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate and timely to review contract-reporting system.

Attachments

1. Sample spreadsheet
2. Sample email notification

Report prepared by:

George Wilson, ext. 8269
Director of Purchasing Services

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

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Item 44, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

44 VAUGHAN YOUTH CITY COUNCILLOR PILOT PROJECT REVIEW

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services, dated June 19, 2006, be approved, subject to replacing Section 2.5 in the May 2006 revised Vaughan Youth City Councillor Roles and Responsibilities with the following:

Section 2.5 Applications will be reviewed by the City Clerk/Deputy City Clerk. The City Clerk/Deputy City Clerk and the Chair of the Youth Cabinet will interview potential candidates as part of the work experience; and

- 2) That the following be approved in accordance with the memorandum from the Commissioner of Legal and Administrative Services, dated June 16, 2006:

“1) That section 6.1 (May 2006 revised Roles and Responsibilities) be replaced with the following:

6.1 The Youth City Councillor position affords the successful candidate the opportunity to acquire a 1-credit (110 hours) or 2-credit (220 hours) afternoon co-op placement linked to an appropriate course.

- 2) That the following sections be added to the May 2006 revised Roles and Responsibilities:

10.0 CO-OP TEACHER ROLE AND RESPONSIBILITIES

- 10.1 Distribute program package to appropriate candidates based on criteria outlined in sections 2.0 and 5.0.
- 10.2 Screen and prepare potential candidates selected for the interview process.
- 10.3 Outline clearly to the candidates the time requirements and how the position would fit into the school calendar, credits designated and student timetable. (It is recognized that schools must be flexible to fit the requirements outlined by the City).
- 10.4 Meet with designated Supervisor and review Ministry of Education requirements: Work Education Agreement, WSIB coverage, semester calendar, evaluations and personal training plan.
- 10.5 Review and provide designated City Supervisor copies of all necessary documentation prior to the student commencing his/her placement at the worksite.
- 10.6 Discuss possible job shadowing of Councillor (Chair of the month). (It is recognized that this facet of the program would depend on the time constraints of the Councillor(s) in question and confidentiality issues that may arise.
- 10.7 Complete all necessary paperwork if an injury were to occur while the student was fulfilling the designated duties.
- 10.8 Monitor regularly the student’s progress and meet with designated City Supervisor.

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- 10.9 Outline to the selected candidate the proper procedures/protocols for the position with respect to initiatives, attending functions, meetings, media protocols, etc.
- 10.10 Review, in consultation with designated City Supervisor all initiatives, presentations, reports and events.
- 10.11 Review the proper conduct with respect to handling all potential issues surrounding the position since the selected candidate is a representative of the City of Vaughan at all times. Maintaining the integrity of the position at all times must be stressed.
- 10.12 Stress to the student, if for any reason he/she is removed from the position due to poor work performance, attendance or other specific issues, the student will forfeit all designated co-op credits and be removed from the program/position of Vaughan Youth City Councillor.

11.0 WSIB COVERAGE

- 11.1 WSIB coverage will be provided by the Ministry of Education for hours delineated on the Work Education Agreement as hours a student will be gaining high school credits.
- 11.2 The placement hours must be outlined on the Work Education Agreement and must coincide with the length of the school semester.”

Recommendation

The Commissioner of Legal and Administrative Services recommends:

- 1) That the Vaughan Youth City Councillor Pilot Project initiative continue as a co-op program offered to Grade 12 high school students in Vaughan;
- 2) That the revised Roles and Responsibilities (Attachment 1) be approved; and
- 3) That a copy of this report be forwarded to the Directors of Education and Program Consultants at the York Region District Catholic and Public Boards.

Economic Impact

There is no economic impact as any incidental expenses can be absorbed within the approved departmental budget.

Purpose

To report on the Vaughan Youth City Councillor pilot project.

Background – Analysis and Options

At the Council meeting of December 12, 2005 Council approved “that the position of Vaughan Youth City Councillor be established as a pilot project” (Attachment 2). At the Special Council meeting of March 6, 2006 Council adopted the Committee of the Whole (Closed Session) recommendation “that Mark Frisoli be appointed to the position of Vaughan Youth City Councillor”. Mark Frisoli has done remarkably well in the role of Vaughan Youth City Councillor and will be receiving four credits when the co-op program ends on June 30, 2006. The position has been guided by the Roles and Responsibilities (Attachment 3) submitted by the Vaughan Youth Cabinet and approved by Council on December 12, 2005.

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As part of the review of the pilot project, staff met with Mr. Ron Dorcas, Program Consultant, School to Careers, York Catholic District School Board, Mr. Gary McGuire, Co-op Education Teacher, Father Bressani CHS, and Ms. Gabi Bruno, Head of the Co-op Department, Woodbridge College, to obtain feedback on the co-op educational program. Summarized below are the recommendations that have been suggested and incorporated into the revised Roles and Responsibilities (Attachment 1) recommended for Council's consideration and approval:

1. The position is better suited to a graduating senior level student (Grade 12 student). Ideal candidates are students with a high academic standing who have demonstrated leadership qualities as a member on Student Council or a community organization, have taken or intend to take courses such as civics, law, history and social science, and have an interest in pursuing a law degree or political science degree. The Co-op Teachers should recommend the student(s) most suitable to participate in this program and the selection process should include interviews conducted by City staff prior to forwarding a recommendation to Council for approval.

Since it is common practice for employers participating in co-op programs to interview prospective candidates, school officials have suggested that interviews be included in the selection process as part of the work experience.

2. Application packages should be forwarded to the School Board Co-op Program Consultants for distribution to the Co-op Teachers at high schools in Vaughan. The timing for receiving the application packages in the schools is critical and must coincide with the semester programming schedule. School officials have provided the following timelines:

First Semester (September to January): Application packages must be received in the schools in January with the deadline for submission of applications to the City in March and Council approval of the candidate in May.

Second Semester (January to June): Application packages must be received in the schools in September with the deadline for submission of applications to the City in October and Council approval of the candidate in November.

It is quite conceivable that the shortage of applications received when this initiative was implemented in January of this year was due to the timing, since students would have already selected their courses the previous September (2005) for the second semester (January to June 2006).

This year, being an election year, it is recommended that the Youth City Councillor appointment be for the second semester (January 2007 to June 2007). Staff intend to have the application packages sent to the Co-op Program Consultants at the School Boards in September with the deadline for submission of applications to the City in October and Council approval of the successful candidate at the first Council meeting in December.

3. School officials have recommended that the position is better suited as a 2-credit (220 hours) afternoon co-op program that is linked to an appropriate course such as English, History, Law, Social Science, etc. An afternoon co-op program is being recommended to accommodate the 1:00 p.m. Committee of the Whole and Council meetings the student would be attending. Due to the unique nature of this position, school officials have indicated there is flexibility for the student to attend necessary morning meetings and/or events.

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4. WSIB coverage will be provided by the school and must follow set hours and the school calendar, i.e. the term of the position must coincide with the co-op program term. School officials have indicated that since the student is required to attend some evening meetings, hours can be adjusted to meet the co-op program requirement.
5. The student must have a designated Supervisor at the City to guide the student in the co-op placement, assisting the student with assigned tasks including the Personalized Learning Plan the student is required to complete.

The Chair of the month will evaluate the student on his/her Councillor-related role, i.e. verbal contributions at meetings, understanding of the subject matters under discussion, political skills, etc.

The Deputy City Clerk (City Supervisor), subject to the school's requirements, will provide a general evaluation on the student's work experience e.g. attendance, ability to take and follow direction, relations with staff, attitude, etc.

6. Meeting attendance: Given that the position's mandate is to act as a spokesperson for youth issues in Vaughan, the Youth City Councillor should attend Committee of the Whole and Council meetings. In addition, the Youth City Councillor may attend, as necessary, advisory committee meetings (evening meetings) including Vaughan Youth Cabinet, Mayor's Task Force on Community Safety and Security, Community Relations and Council/School Board Liaison meetings.

The following meetings are not being recommended as the position will have very little if anything to contribute as a representative of youth: Public Hearing – the purpose of Public Hearing meetings is to receive input and comments from the public on planning applications; Working Session – these meetings deal with items requiring lengthy or extensive discussion; Budget, Audit and Strategic Planning – these are special purpose committees with a clear mandate. All recommendations are forwarded to Council, at which time the Youth City Councillor will have an opportunity to provide comments from a youth perspective.

Events: City events attended should be reviewed and approved by the Deputy City Clerk for appropriateness to the position's mandate. Similarly, the Co-op Teacher should approve school events attended.

7. All media contacts should be through the City and School Board Communications departments and should follow City/School Board protocols.
8. The Youth City Councillor should work with the Youth Cabinet on youth-related initiatives, projects and presentations. City and School supervisors are to review initiatives, projects and presentations for appropriateness.

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The key revisions to the Vaughan Youth City Councillor Roles and Responsibilities are summarized in the following table:

Roles and Responsibilities approved by Council on December 12, 2005	Roles and Responsibilities Revised May 2006
<p>To attend all meetings of the Committee of the Whole and all meetings of Council, including Working Sessions, Public Hearings, and other meetings as required, except for closed session.</p>	<p>To attend Committee of the Whole and Council meetings and necessary advisory committee meetings including Vaughan Youth Cabinet, Mayor's Task Force on Community Safety and Security, Community Relations and Council/School Board Liaison meetings.</p> <p>The Youth City Councillor will not attend Committee of the Whole (Closed Session) meetings.</p> <p><i>Comment: The meetings proposed are more in keeping with the mandate of the position.</i></p>
<p>To participate fully in all discussions, debates and deliberations as a non-voting member of the City of Vaughan Council.</p>	<p>To participate as a non-voting member at Committee and Council meetings by raising questions and/or providing comments from a youth perspective.</p> <p><i>Comment: The position represents youth and it is appropriate that the Youth City Councillor's participation at meetings should be from a youth perspective.</i></p>
<p>To present a written report to Council, on a quarterly basis, on the status of youth in Vaughan.</p>	<p>To present a monthly report to Committee of the Whole outlining tasks/activities undertaken and events attended in the previous month.</p> <p><i>Comment: Quarterly reporting is not suitable as the position is linked to the co-op semester term. Monthly reporting provides for accountability of time spent in performing tasks/activities undertaken and events attended. Such reporting will serve to inform Council of youth related issues/concerns and successes/achievements. The monthly report, subject to the Co-op Teacher's approval, could be the short assignment required under the Personalized Placement Learning Plan.</i></p>
<p>The Youth City Councillor must demonstrate a commitment to community involvement through participation in extra-curricular activities while maintaining high academic standing.</p>	<p>To be eligible the student must be recommended by his/her Co-operative Teacher.</p> <p><i>Comment: School officials are in a position to select suitable students who meet the criteria, i.e. students with a high academic standing, demonstrated leadership qualities, linking appropriate courses to the co-op component of the program.</i></p>

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<p>Once all applications are submitted, copies will be made by the City Clerk and given to the Vaughan Youth Cabinet, who will screen the applications and identify a “ranked short list” of five (5) candidates.</p> <p>The City Clerk will reveal all applications for the Vaughan Youth City Councillor to Members of Council in an In-Camera meeting.</p> <p>The City Clerk will reveal the Vaughan Youth Cabinet’s “ranked short list” indicating the Vaughan Youth Cabinet’s recommendations, to Members of Council.</p> <p>Vaughan Council will consider all applications, and the advice of the Vaughan Youth Cabinet, before selecting a Youth City Councillor.</p>	<p>Applications will be reviewed by the City Clerk/Deputy City Clerk. The City Clerk/Deputy City Clerk will interview potential candidates as part of the work experience. The City Clerk/Deputy City Clerk’s recommendation, together with all the applications submitted, will be forwarded to a Committee of the Whole (Closed Session) meeting for consideration and approval.</p> <p><i>Comment: Since the program is to be administered by the Clerk’s Department it is appropriate that Clerk’s staff be part of the selection process.</i></p> <p><i>Staff acknowledge and recognize the role the Vaughan Youth Cabinet played in spearheading this initiative and commend their efforts in getting it started. However, through the review process it has become evident that City and school administration should play a more active role in order for the program to be successful.</i></p>
<p>Clerk’s Department will advertise for the Youth City Councillor position by distributing information packages and application forms to local high schools, community centers, libraries, media outlets, and other locations determined jointly by the Clerk’s Department and the Vaughan Youth Cabinet.</p>	<p>Application packages will be forwarded to the School Board Co-op Program Consultants for distribution to the Co-op Education Teachers at high schools in Vaughan.</p> <p><i>Comment: Since part of the eligibility requirement is that the Co-operative Teacher recommends the student(s), it is appropriate for the application packages to be distributed by School Board officials to the appropriate staff at the high schools.</i></p>
<p>The Youth City Councillor will be provided with a desk and access to a telephone, fax machine and photocopier at a community facility.</p>	<p>The Youth City Councillor will be located in the Clerk’s Dept. and be provided with a desk, computer, phone and access to a photocopier and fax machine.</p> <p><i>Comment: Since the Deputy City Clerk is the Supervisor for the position it is appropriate to have the Youth City Councillor located in the Clerk’s Dept.</i></p>
<p>The Youth City Councillor will be provided with letterhead, business cards and other business supplies as needed, by the relevant City staff responsible for acquiring and distributing such items.</p>	<p>The Youth City Councillor will have access to City of Vaughan letterhead and office supplies such as pads, pens, pencils, highlighters, etc.</p> <p><i>Comment: Personalized letterhead and business cards are not being recommended, as this is a short-term position associated with a semester co-op program. Further, City of Vaughan letterhead could be used if necessary.</i></p>

CITY OF VAUGHAN

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Procedure By-law

Council directed the City Clerk to report on amendments to the Procedure By-law to accommodate the Vaughan Youth City Councillor's participation at Council meetings (Attachment 2). Since the Vaughan Youth City Councillor is a non-voting member and participation at meetings is to raise questions and/or provide comments from a youth perspective, it is not necessary to amend the Procedure By-law.

Relationship to Vaughan Vision 2007

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

Conclusion

The Youth City Councillor initiative, linked to a co-op program, provides a unique opportunity for students to be exposed to politics at the municipal level, while at the same time developing and/or enhancing their leadership skills, people skills and communication skills. More importantly the Youth City Councillor, as an advocate for youth, is in a position to bring youth related issues and concerns to Council's attention, as well as report on achievements/successes of youth in Vaughan. The Youth City Councillor will also be engaging with youth through the school system, and in time this could lead to increased awareness of municipal government, which in turn could lead to increased youth voter turnout during elections.

The review of this initiative undertaken by staff, in consultation with school officials, has identified areas that require modification and/or adjustment for appropriateness to the Councillor-related function and the education component. Implementing the proposed recommendations will provide for a successful program that meets the expectations of the City and School Boards. Staff is committed to working with the appropriate school officials to ensure that successful candidates will have a rewarding experience as Vaughan Youth City Councillor

Attachments

1. Revised Roles and Responsibilities (May 2006)
2. Item 2, CW Report No. 67, Council December 12, 2005
3. Roles and Responsibilities approved December 12, 2005

Report prepared by:

Sybil Fernandes, Deputy City Clerk, Ext. 8628

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 45, CW Report No. 37 – Page 2

Attachments

Appendix "I, II & III": - Photographs of existing fence & gate
Appendix "B" - Site Plan

Report prepared by:

Janice Heron
Administrative Coordinator, Enforcement Services

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 46, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

46

**REQUEST FOR FENCE HEIGHT EXEMPTION
17 ROBINS NEST, WOODBRIDGE, ONTARIO - WARD 1**

The Committee of the Whole recommends:

- 1) That the fence height exemption for 17 Robins Nest, be granted; and
- 2) That the following report of the Senior Manager of Enforcement Services, dated June 19, 2006, be received.

Recommendation

The Senior Manager of Enforcement Services requests direction on this matter.

Economic Impact

Not Applicable.

Purpose

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

Background - Analysis and Options

The owner of the above noted property is requesting an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-law 80-90 to permit the maintenance of an existing rear yard fence. The existing fence measures 6'6" in height. The By-law permits a fence height of six feet. The applicant has constructed and installed an outdoor whirlpool and in order to provide a feeling of safety and security for his family, the applicant installed lattice on the existing fence. The rear yard neighbor's property is at a higher elevation allowing a clear view into the applicant's property.

The applicant is requesting an exemption to permit the existing fence in order to gain a sense of privacy when using the whirlpool. In addition the increased fence height will provide a degree of safety and security by ensuring that anyone on the abutting properties cannot gain access onto the applicant's property.

Relationship to Vaughan Vision 2007

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

Conclusion

Council direction is required on the fence height exemption request.

Attachments

Appendix "A" - Photographs of existing fence & gate
Appendix "B" - Survey
Schedule "S" - Site Plan showing Lot 37 (being 17 Robins Nest)

CITY OF VAUGHAN

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Item 46, CW Report No. 37 – Page 2

Report prepared by:

Janice Heron
Administrative Coordinator, Enforcement Services

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 47, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

47 **REQUEST FOR FENCE HEIGHT EXEMPTION
2 EVITA COURT, THORNHILL, ONTARIO - WARD 5**

The Committee of the Whole recommends

- 1) That the fence height exemption for 2 Evita Court, be granted; and
- 2) That the following report of the Senior Manager of Enforcement Services, dated June 19, 2006, be received.

Recommendation

The Senior Manager of Enforcement Services requests direction on this matter.

Economic Impact

Not Applicable.

Purpose

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

Background - Analysis and Options

The owner of the above noted property is requesting an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-law 80-90 to permit an existing rear yard fence on the property known as 2 Evita Court. The By-law permits a fence height of six feet.

The existing fence height facing the front of the property is approximately 6'5", the said fence contains a gate which is approximately 7'3" measured from grade. (See Appendix 1). The side yard fence that runs parallel to Golfer's Gate changes in height from 6'5" to 6'9" (See Appendix 1). The back yard fence measures 6'7".

The Applicant has requested the existing fence be permitted. The Applicant indicates that the contractor was to install a 6' high fence, but due to the swale the fence is higher in some areas.

Relationship to Vaughan Vision 2007

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

Conclusion

Council direction is required on the fence height exemption request.

Attachments

Appendix "I, II & III": - Photographs of existing fence & gate
Appendix "A" - Site Plan

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 47, CW Report No. 37 – Page 2

Report prepared by:

Janice Heron
Administrative Coordinator, Enforcement Services
Coordinator, Enforcement Services

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 48, CW Report No. 37 – Page 2

Attachments

Appendix "A" - Photographs of existing fence & gate
Appendix "B" - Survey showing Lot 50 & Lot 49 Oakbank Road

Report prepared by:

Janice Heron
Administrative Coordinator, Enforcement Services

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

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Item 49, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

49

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-06
OWNER: THE CADILLAC FAIRVIEW CORPORATION LIMITED
LOCATION: 1 PROMENADE CIRCLE, BLOCK 1-4,
REGISTERED PLAN 65M-2325**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 19, 2006:

Recommendation

That Sign Variance Application SV.06-06, The Cadillac Fairview Corporation Limited, be APPROVED in principal, and subject to the following conditions:

- 1) That a total of six (6) signs be permitted on the subject lands and that the proposed signs be located in close proximity of the entrances to the mall and away from the service road that services the mall (Promenade Circle.)
- 2) That the signs be restricted to advertise products/services available in the mall.
- 3) Be conditional upon an agreement to the satisfaction of the City respecting various matters that may include, but not limited to, content, location, size, duration and space available for City use and, that upon finalization of the final terms and conditions that the agreement be brought back to Council for consideration.

Economic Impact

None.

Purpose

Request to install 4 column (Type "C") and 2 ground signs (Type "SL") at various locations on the subject property as shown on drawings attached to this report.

Background - Analysis and Options

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

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

Applicant's Proposal

The applicant is proposing to install additional pylon signs (column and ground types) at various locations for advertising products and services that are available from retailers within the enclosed mall located on the subject property.

As the proposed signs do not directly relate to a business premises that is located in the mall , under the City's present Sign By-law, the proposed signs are interpreted to be third party advertising and therefore not permitted.

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Item 49, CW Report No. 37 – Page 2

The application was originally heard by the Sign Variance Committee at its meeting of April 5, 2005 where members expressed concerns over:

- a) the amount of third party advertising being proposed
- b) the potential for increased sign pollution in the area with the cluttering of the site with total number of 18 additional signs.
- c) the location of many of the proposed signs. (eg. Located directly abutting the service road that surrounds and services the mall.)

Subsequent to the meeting, revised proposals were received from the applicant and re-considered by members of the Committee at the Sign Variance Meetings of May 17, 2006 and May 31, 2006.

The present application represents a scaled down version of the original application with an additional proposal by the applicant to make advertising space available for use by the City.

Members of the Sign Variance Committee are of the opinion given the large area of the property/site, a limited number of signs could be considered without adversely detracting from the overall cityscape. Committee are further of the opinion that the proposed signs are relatively small and well proportioned to the primary building facades.

Relationship to Vaughan Vision 2007

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

Conclusion

If Council finds merit in the application, the following conditions of approval are being recommended:

- 1) That a total of six (6) signs be permitted on the subject lands and that they be located in close proximity of the entrances to the mall and away from the service road that services the mall. (Promenade Circle)
- 2) That the signs be restricted to advertise products/services available in the mall.
- 3) Be conditional upon an agreement to the satisfaction of the City respecting various matters that may include, but not limited to, content, location, size, duration, and space available for City use and, that upon finalization of the final terms and conditions that the agreement be brought back to Council for consideration

Attachments

1. Site Plan showing the location of the proposed signs.
2. Sketch of Signs
3. Pictures of typical installations.

Report prepared by:

John Studdy. Manager of Customer & Administrative Services (Ext 8232)

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

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Item 50, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving Sign Variance Application SV.06-012, Canadian Tire Corporation Ltd.; and

By receiving the report of the Sign Variance Committee, dated June 19, 2006.

50

**SIGN VARIANCE APPLICATION
FILE NO: SV.06-012
OWNER: CANADIAN TIRE CORPORATION LTD.
LOCATION: 3850 HIGHWAY 7, (HIGHWAY 7 & WESTON ROAD)
PART LOT 6, CONCESSION 6, REGISTERED PLAN 65R-18505**

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 26, 2006.

Recommendation

That Sign Variance Application SV.06-012, Canadian Tire Corporation Ltd., be REFUSED.

Economic Impact

None.

Purpose

Request to install a 11.278 metre high pylon sign located at the south east corner of the subject property as shown on the attached drawings.

Background - Analysis and Options

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

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

6.5 (d) No ground sign shall exceed 7.5 metres in height.

Relationship to Vaughan Vision 2007

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

Conclusion

The applicant is proposing to replace an existing 10 metre high pylon sign with a sign having a maximum height of 11.278 metres.

The maximum height permitted under the Sign By-law is 7.5 metres. The subject sign is further subject to a previous Sign Variance Application that increased the permitted sign height to 10 metres.

Sign Variance Committee members noted that they did not support the previous sign variance application and therefore cannot support the present application that proposes to increase the sign height further.

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If Council finds merit in the sign variance application, Regional Road Approval and a Sign Permit issued by the Building Standards Department is required prior to construction.

Attachments

1. Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services, Ext 8232

/pa

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

Regional Councillor Ferri declared an interest with respect to the foregoing matter, as his daughter is employed by the Canadian Tire Corporation Ltd., and did not take part in the discussion or vote on the matter.

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Item 51, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

51

APPOINTMENT OF BUILDING OFFICIALS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning and the Director of Building Standards, dated June 19, 2006:

Recommendation

The Commissioner of Planning and the Director of Building Standards recommend:

That a By-law be enacted to amend By-law 285-91 as amended, by deleting Schedule "A" and replacing it with a new Schedule "A".

Economic Impact

None.

Purpose

The purpose of amending Schedule "A" of By-law 285-91, is to recognize recent employee changes.

Background - Analysis and Options

By-law 285-91 is a By-law, which provides for the appointment of building officials for enforcing the Ontario Building Code Act. Schedule "A" to the By-law, contains the names of the employees authorized to enforce the Ontario Building Code Act, and needs to be revised periodically to recognize employee changes.

Conclusion

The current by-law must be revised periodically to recognize employee changes.

Attachments

Schedule "A"

Report prepared by:

Leo Grellette, Director of Building Standards

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

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Item 52, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

52

**AWARD OF TENDER T06-070
LANDSCAPE MEDIAN CONSTRUCTION ON MAJOR MACKENZIE DRIVE (Y.R.25)
MELVILLE AVENUE TO MCNAUGHTON ROAD/AVRO ROAD MAPLE ONTARIO**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

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

- 1) THAT Council endorse the November 30, 2005 resolution of the Maple Streetscape Community Advisory Committee that request the Region of York to provide the necessary funds (tendered amount \$35,200.61) to undertake the landscaping (trees and ground cover) in the Major Mackenzie Drive Landscape Median;
- 2) THAT Council endorse the May 2, 2006 resolution of the Maple Streetscape Community Advisory Committee to proceed with the project, as the tendered cost overrun is considered reasonable and legitimate in providing a positive addition to the streetscape of the Village of Maple;
- 3) THAT T06-070, LANDSCAPE MEDIAN CONSTRUCTION ON MAJOR MACKENZIE DRIVE (Y.R. 25) MELVILLE AVENUE TO MCNAUGHTON ROAD/AVRO ROAD MAPLE, ONTARIO be awarded to Vaughan Paving Ltd. in the amount \$224,851.10;
- 4) THAT a contingency allowance of 10% be approved, within which the Commissioner of Planning or his designate is authorized to approve amendments to the contract; and
- 5) THAT a Bylaw be enacted authorizing the Mayor and City Clerk to sign the necessary documents.

Economic Impact

Keele Valley Reserve Fund #5833-6-04 - Landscape Median Construction on Major Mackenzie Drive between Melville Avenue and McNaughton Road funding was approved in the 2004 Maple Streetscape capital budget.

Purpose

- 1) To respond to the November 30, 2005 motion of the Maple Streetscape Committee which stated:

"That Council be requested to approach the Region of York to provide the City of Vaughan with funds for the planting aspect of the Major Mackenzie Median"; and
- 2) To obtain approval to award tender T06-070 for construction of the Landscape Median on Major Mackenzie Drive.

Background - Analysis and Options

The construction of the landscaped median on Major Mackenzie Drive will serve to enhance and
.../2

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celebrate a major gateway into the Village of Maple. The median will form an integral component of the streetscape master plan envisioned for the area by the Village of Maple Streetscape – A Master Landscape Plan and Design Study, April 2003 and the Maple Streetscape & Urban Design Guidelines, 1996; and will serve to support a continued renewal of the built environment.

This tender was advertised in the Daily Commercial News and the Electronic Tender Network (ETN). Tenders were closed and publicly opened on April 11, 2006. Six (6) bid submissions were received by the Purchasing Services Department, and the bid results are as follows:

<u>Contractor</u>	<u>Total Bid Amount (excl. GST)</u>
Vaughan Paving Ltd.	\$224,851.10
Crownwood Construction Ltd.	\$272,557.64
Aloia Bros. Concrete Contractors Ltd.	\$294,711.69
Dig-Con International Ltd.	\$308,484.98
Slipform Construction	\$330,434.00
Crce Construction Ltd.	\$359,741.59

The estimated cost for this project including a 10% contingency allowance is \$254,800.00 and is calculated as follows:

Vaughan Paving Ltd. Bid (excluding GST)	\$224,851.10
Contingency Allowance	\$ 22,485.11
Treasury Administration (3%)	\$ 7,420.09
ROUNDED	\$254,800.00

The original cost estimate of \$219,150.00 for the installation of a landscaped median was prepared by the City's consulting engineer SRM Associates. The tendered cost of this project is \$254,800.00. The budgetary overrun can be accounted for by the addition of planting, unforeseen technical requirements for an additional sub drain required by the Region of York's Transportation and Works Department and inflation, as the cost original estimate was prepared in early 2005.

As Major Mackenzie Drive is a Regional Road the cost of improvements is typically the responsibility of the Region. It was initially anticipated that if the City bore the cost of the construction of the median, the Region could bear the cost of the planting.

In addition to the previously noted motion, the Maple Streetscape Community Advisory Committee subsequently passed a motion on May 2, 2006 urging staff to proceed with the project, as the overrun is considered reasonable and legitimate and the project is a positive addition to the streetscape of the Village of Maple.

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 provision of a landscaped median along Major Mackenzie Drive is important to the overall implementation of the Maple Streetscape Master Plan. As Major Mackenzie Drive is a Regional Road, the Region of York should bear some of the financial responsibility for a significant asset and improvement to a Regional Road.

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Regardless of whether the Region provides the requested funding, staff and the Maple Streetscape Community Advisory Committee support the project proceeding in its current form and that an additional amount of \$35,200.61 be allocated from the Maple Streetscape Capital Project #5833-6-04 for the completion of this project.

Development Planning and Purchasing Services Department staff have reviewed the bid submissions and have determined that the low bid contractor, Vaughan Paving Ltd. meets the requirements of the contract.

Upon award of contract, this project will commence in the month of July 2006, weather permitting, and will be completed in fall 2006.

Attachments

1. Location Map

Report prepared by:

Ted Radlak, Urban Designer, ext. 8237
Rob Bayley, Senior Urban Designer, ext. 8254

/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 53, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

53

**SITE DEVELOPMENT FILE DA.06.041
ARBAND INVESTMENTS LIMITED & IVY GLEN DEVELOPMENTS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.041 (Arband Investments Limited & Ivy Glen Developments Inc.) BE APPROVED, for a two-storey public elementary school, as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the issuance of a building permit:
 - i) the final site plan, building elevations and landscape plan, shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plan, stormwater management report, environmental site assessment report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department; and,
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied.
2. The School Board is hereby advised that no unauthorized alterations shall be made to the approved site plan, including changes to the physical design as it relates to traffic circulation in and around the school, without first obtaining approval from the City.

Economic Impact

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

Purpose

The Owner, on behalf of the York Region District School Board has submitted a Site Development Application to permit a two-storey, 5,543m² public elementary school on the subject lands shown on Attachment #1 with the following site statistics:

Site Area:	2.4 ha
Building Gross Floor Area:	5,543m ²
Number of Classrooms:	24 classrooms (plus 6 future portables and 8 future classrooms)
Parking Provided:	68 spaces

Background - Analysis and Options

The 2.4ha corner lot is located west of Dufferin Street, between Major Mackenzie Drive and Rutherford Road, being Block 168 of approved Draft Plan of Subdivision 19T-00V19 and Block 174 of approved Draft Plan of Subdivision 19T-00V14, at the northeast corner of Sir Sanford

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Fleming Way and Grand Trunk Avenue, within Part of Lots 18 and 19, Concession 3 (Planning Block 18), City of Vaughan, as shown on Attachment #1. The subject lands are vacant with approximately 128m frontage Grand Trunk Avenue, and approximately 180m flankage Sir Sanford Fleming Way.

The proposed public elementary school will temporarily accommodate the children from Planning Blocks 11, 12, and 18 until such time as the respective schools in each Block are ready to open. The surrounding land uses are:

- North - approved residential plan of subdivision (RD3 Residential Detached Zone Three)
- South - Sir Sanford Fleming Way; approved residential plan of subdivision (RD3 Residential Detached Zone Three)
- East - approved residential plan of subdivision (RD3 and RD3 (H) Residential Detached Zone Three with and without the Holding Symbol "(H)"; RS1 Residential Semi-Detached Zone One)
- West - Grant Trunk Avenue; approved residential plan of subdivision (RD3 (H) Residential Detached Zone Three with the "H" Holding Symbol)

Official Plan

The subject lands are designated "Low Density Residential" under OPA #600 and "Settlement Area" under OPA #604 (Oak Ridges Moraine Conformity Plan), which permits institutional uses. The proposed elementary school conforms to the Official Plan.

Zoning

The subject lands are zoned RD4 Residential Detached Zone Four, subject to Exceptions 9(1230) and 9(1234) by By-law 1-88, which permits a school. The day nursery provided in the school will operate as part of the "Best Start" program, which is considered to be accessory to the school use. The "Best Start" program is provided to accommodate only those students attending Junior and Senior Kindergarten programs within the school, and will run between September and June, and is permitted by By-law 1-88.

Site Design

The proposed site plan is shown on Attachment #2. The proposed building is situated towards the centre of the rectangular-shaped site, and consists of a 2-storey 5,543m² elementary school, together with play areas, two driveway/drop-off areas and a parking area. One-way traffic aisles facilitate the proposed two (2) drop off areas: one for the kindergarten and day nursery students and one for the other grades. The building is intended to accommodate 24 classrooms and administrative offices.

Pedestrian connections are provided from the proposed sidewalks along Grand Trunk Avenue and Sir Sanford Fleming Way to the front of the school. The site plan also includes internal walkway connections leading from the school to the parking areas and playfields.

The main parking area is located on the west side of the proposed school, with two access driveways from Grand Trunk Avenue. The main asphalt play area wraps around the north and east side of the building. Kindergarten and day-care play areas are located on the south side of the building and are enclosed by a fence. Grassed play field areas wrap around the northerly and easterly property limits. Six (6) future portables are proposed on the asphalt play area along the north end of the property between the building and sodded playing field. The final site plan must be approved to the satisfaction of the Development Planning Department.

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Building Elevations

The proposed building elevations for the school are shown on Attachments #4 and #5. The proposed 2-storey school building is a flat-roofed, rectangular-shaped structure. The building material consists of two storeys of brown and beige running bond brick along the street frontages with a galvanized steel canopy over the main entrances to the school, accented with architectural blocks. The north and east elevations facing the interior of the lot, utilize red and beige brick on the first storey with prefinished metal siding on the second storey. The windows are mixed with spandrel glass. Pre-finished metal flashing is provided at the top of the roof. An enclosed rectangular shaped mechanical penthouse room is located towards the north and east sides of the roof, and is made of a grey-colored, pre-finished metal siding. All of the elevations include numerous windows and an entrance in to the building. The west elevation faces the parking area and includes two service doors with access to the internal garbage room.

The final building elevations must be approved to the satisfaction of the Development Planning Department and the Block 18 Control Architect.

Access and Parking

There are four vehicular points of entry/egress onto the site from the abutting streets (Sir Sanford Fleming Way and Grand Trunk Avenue). Access from each street encompasses a one-way driveway with a lay-by lane to coordinate and facilitate orderly drop-off and pick-up of the students. The one-way driveway accesses are provided directly in front of the two main entrances of the building for bus and vehicle lay-by and daycare drop-off, as shown on Attachment #2.

The parking area is provided on the west end of the site, and contains a total of 68 parking spaces, including 2 barrier free spaces. By-law 1-88 requires 1.5 spaces for each teaching classroom (38 classrooms including 6 future portables and 8 classrooms), resulting in a requirement of 57 spaces. Additionally, the Owner proposes a day nursery use. According to the By-law, the parking requirement is 1.5 spaces for each day nursery employee (7 employees), resulting in an additional requirement of 11 spaces. The total required parking is 68 spaces. The proposed development meets the minimum parking requirements.

Landscaping

The site will be landscaped with a mix of deciduous and coniferous trees and shrubs along the perimeter of the school block and building, as shown on Attachment #3. Additional landscaping will be provided along the westerly limits of the site to screen the parking area from the adjacent residential area. Sodded fields are located at the north and east limits of the site.

The final landscape plan, including detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department and the Block 18 Control Architect.

Servicing

The proposed development will be fully serviced on the municipal system, including hydro, water, sanitary and storm sewers. The final site servicing and grading plan, stormwater management report, and access and on-site vehicular circulation shall be approved to the satisfaction of the Engineering Department.

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 Site Development Application (File DA.06.041) in accordance with the policies of the Official Plan and the requirements of By-law 1-88, and is satisfied that the proposed development of a 5,543m², 2-storey public elementary school will facilitate an appropriate development of the site, subject to the conditions of approval identified in this report. 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. Elevations (North and South)
5. Elevations (East and West)

Report prepared by:

Stephen Lue, Planner I, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 54, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

54

SITE DEVELOPMENT FILE DA.06.026
YORK REGION DISTRICT SCHOOL BOARD

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.026 (York Region District School Board) BE APPROVED, to permit the construction of a 2-storey public elementary school, as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the issuance of a building permit:
 - i) the final site plan, landscape plan, and building elevations, shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site grading and servicing plan and storm water management report, environmental site assessment report, access, parking and on-site circulation, shall be approved to the satisfaction of the Engineering Department; and,
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied.
2. The School Board is hereby advised that no unauthorized alterations shall be made to the approved site plan, including changes to the physical design as it relates to the traffic circulation in and around the school, without first obtaining approval from the City.

Economic Impact

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

Purpose

The York Region District School Board has submitted a Site Development Application to permit a 2-storey, 3,451m² elementary school, with accessory day nursery (Best Start) on the subject lands shown on Attachment #1, with the following site statistics:

Site Area:	2 ha
Landscaped Area:	7,875m ²
Building GFA:	3,451m ² and 24 classrooms
6 future portables:	6 classrooms
Future addition to second storey:	8 future classrooms
Day Nursery:	(7 employees)
Parking Provided:	68 spaces
Parking Required:	68 spaces

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Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Apple Blossom Drive, west of Clovis Street, in Part of Lot 15, Concession 2, City of Vaughan (Block 10). The site has an area of 2.0 ha, with frontage of 138m on Apple Blossom Drive, and a depth of 152m. The site is currently vacant and the surrounding land uses are:

- North - residential dwellings (RV4 Residential Zone)
- South - Apple Blossom Drive; residential dwellings (RV3 Residential Zone)
- East - residential dwellings (RVM1 (WS-A) (Residential Zone)
- West - vacant–future municipal park (OS2 Open Space Park Zone)

Official Plan

The subject lands are designated “Low Density Residential” by OPA 600, which permits institutional uses including a school. The proposed development conforms to the Official Plan.

Zoning

The subject lands are zoned RVM1 (WS-A) Residential Urban Village Multiple Zone One by By-law 1-88, which permits the proposed school use.

The applicant has filed a Variance application to the Committee of Adjustment (File A218/06) for a reduction to the minimum interior side yard setback from 15m to 12.5m. The Development Planning Department has no objections to the proposed variance, which will facilitate the development of a school that is compatible with the existing development in the surrounding area. Should Council approve the site plan application, the Owner will be required to obtain approval of the above-noted variance from the Committee of Adjustment, and that the approval shall be final and binding, prior to the registration of the implementing site plan agreement.

Site Design

The site plan is shown on Attachment #2. The school is located in the southerly portion of the site, and consists of a 2-storey, 3451m² elementary school, together with a fenced play area, a school yard play area at the rear of the school and a driveway/drop-off and parking area along the east side of the school. The main entrance to the school fronts onto Apple Blossom Drive. There is a one-way driveway in front of the school with an in-only and an out-only access to Apple Blossom Drive. The main driveway/drop-off and parking area is located to the east of the school with access from Apple Blossom Drive. The garbage pick-up and service delivery access driveway is on the east side of the building adjacent to the parking area. A municipal park abuts the site to the west. Six future portables are proposed to be located between the school and the sodded playground area in the north part of the site. The final site plan must be approved to the satisfaction of the Development Planning Department.

Landscaping

The site will be landscaped with a mix of coniferous and deciduous trees as shown on Attachment #3. Enhanced plantings of mature coniferous trees are to be provided in the landscape strip to the east of the school to screen the existing residential dwellings from the school and parking area.

Additional planting is proposed along the north property line between the school and the residential dwellings to the north. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

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Building Elevations

The proposed building elevations are shown on Attachments #4 and #5. The proposed 2-storey school building is a flat-roofed, rectangular shaped structure. The building is intended to accommodate 24 classrooms, 3 day nursery rooms, office and ancillary areas, including a gymnasium/stage and library. The site also provides for the location of 6 future portables to the north of the building. Also 8 future classrooms are contemplated on a future addition to the second storey, which will require a future amendment to the site plan.

The building is finished primarily in beige and taupe and brown brick masonry and some pre-finished metal siding. Pre-finished sheathing panel material has been used for accent.

The main entrance to the school is located on the south elevation facing Apple Blossom Drive. There is a galvanized steel open canopy over the main entrance, on part of the east and north elevations. The east elevation also functions as a primary entrance into the school, given the location of the student drop-off /parking area and the play area to the north of the building. There are also two overhead doors on the east elevation for access to the internal service and garbage area. An enclosed rectangular shaped mechanical penthouse room is located on the central portion of the roof and is finished in pre-finished metal siding.

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 and the Block 10 Control Architect.

Access and Parking

Vehicular access to the site is provided by three driveways on Apple Blossom Drive. One is a full movement driveway which accesses the parking lot/drop-off, and the other forms a right-in/right out driveway at the front of the school, as shown on Attachment #2.

The parking lot contains 68 spaces, including 2 spaces for the physically challenged. By-law 1-88 requires 1.5 spaces for each teaching classroom (38 classrooms/portables) resulting in a parking requirement of 57 spaces for the school site, plus an additional 1.5 spaces per day nursery employee (7) = 11 spaces. The proposed development meets the minimum parking requirement of 68 spaces.

Services

The site will be serviced by hydro, water, and sanitary and storm sewers. The final site servicing and grading plan and storm water management report, must be reviewed and approved by the Engineering Department.

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

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 Site Development Application in accordance with the policies of the Official Plan and the requirements of By-law 1-88, and is satisfied that the proposed development of a 3451m², 2-storey public elementary school will

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facilitate an appropriate development of the site, subject to the conditions of approval identified in this report, including obtaining the required variance 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. Elevations - South and East
5. Elevations - North and West

Report prepared by:

Laura Janotta, Planner, ext. 8634
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 55, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

55

**SITE DEVELOPMENT FILE DA.06.030
BLOCK 33 EAST – PUBLIC ELEMENTARY SCHOOL
YORK REGION DISTRICT SCHOOL BOARD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.030 (York Region District School Board) BE APPROVED, subject to the following conditions:
 - a) that prior to the issuance of a building permit:
 - i) the final site plan, building elevations and landscape plan, shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plan, stormwater management report, soils/geotechnical report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied.
2. The School Board is hereby advised that no unauthorized alterations shall be made to the approved site plan, including changes to the physical design as it relates to traffic circulation in and around the school, without first obtaining approval from the City.

Economic Impact

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

Purpose

The York Region District School Board (YRDSB) has submitted a Site Development Application to facilitate the development of a 2-storey, 5365m² elementary school on the subject lands shown on Attachment #1, with the following site statistics:

Site Area:	2 ha
Building GFA:	5365m ²
Number of Classrooms:	32 (26 classrooms and 6 portables)
Parking Provided:	64 spaces

Background - Analysis and Options

The subject lands shown on Attachment #1 are located south of Teston Road, west of Jane Street, being Block 92 on Registered Plan 65M-3708 and Block 270 on Plan 65M-3346, (Block .../2

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33E), City of Vaughan. The subject lands are vacant with approximately 150m frontage on Murray Farm Lane. The surrounding lands uses are:

- North - existing Mosque development (A Agricultural Zone)
- South - Murray Farm Lane; existing residential (RV4 (WS) Residential Urban Village Zone Four)
- East - proposed Ahmadiyya Park (OS2 Open Space Park Zone)
- West - existing residential (RV4 (WS) Residential Urban Village Zone Four)

Official Plan

The subject lands are designated “Low Density Residential” by OPA #600, which permits institutional uses including a school. The proposed school conforms to the Official Plan.

Zoning

The subject lands are zoned RV3 (WS) Residential Urban Village Zone Three (Wide and Shallow Lot) by By-law 1-88 subject to Exception 9(1004), which permits a school. The two daycare facilities that will be provided in the school will operate as part of the “Best Start” program, which is considered to be accessory to the school use. The “Best Start” program will accommodate only those students attending Junior and Senior Kindergarten programs within the school, and will run between September and June. The proposed site development complies with the Zoning By-law.

Site Design

The proposed site plan is shown on Attachment #2. The proposed building is situated towards the centre of the rectangular-shaped site, and consists of a 2-storey 5365m² elementary school, together with play areas, driveway/drop-off areas and parking area. The main entrance to the school fronts onto Murray Farm Lane. The main parking area is located west of the proposed school, with driveway access from Murray Farm Lane. The main asphalt play area wraps around the north and east sides of the building. Kindergarten and day-care play areas are located east of the front entrance along the front of the building, enclosed by a gated, rod iron decorative fence. The east property line abuts a proposed municipal park. Six future portables are proposed at the rear of the building between an asphalt play area and proposed sodded playing fields on the northerly portion of the property. The final site plan must be approved to the satisfaction of the Development Planning Department.

Building Elevations

The proposed building elevations for the school are shown on Attachments #4 and #5. The proposed 2-storey school building is a flat-roofed, rectangular-shaped structure. The building is intended to accommodate 16 classrooms, 4 kindergarten rooms, 2 daycare rooms, art, science, music, and special needs rooms, 1 library, 2 general purpose rooms and an office. The site plan also provides for the location of 6 future portables at the rear of the building. In total, 32 classrooms/portables are proposed.

The building material consists primarily of brown brick accented with a lighter grey colour brick along the roof-line and around some of the windows. A pre-finished metal flashing is provided at the top of the roof. An enclosed rectangular shaped mechanical penthouse room is located towards the centre of the roof, and is made of a grey-coloured, pre-finished metal siding. All of the elevations include numerous windows and entrances to the building. The west elevation faces the parking area and includes two service doors with access to the internal garbage room.

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

Access and Parking

There are two access points to the site from Murray Farm Lane. A one-way driveway access is provided directly in front of the building for bus and vehicle lay-by and daycare drop-off. A two-way driveway is provided at the west end of the site for vehicular access to the main parking area and a lay-by lane, as shown on Attachment #2.

The parking area located in the west end of the site, contains a total of 64 parking spaces, including 2 barrier free spaces. By-law 1-88 requires 1.5 spaces for each teaching classroom (32 classrooms/portables), resulting in a requirement of 48 spaces. The proposed development meets the minimum parking requirements, with a surplus of 16 spaces.

Pedestrian connections are provided from the existing sidewalk along Murray Farm Lane to the front of the school. The site plan also includes internal walkway connections leading from the school to the parking areas and playfields, as well, as a sidewalk along the west perimeter of the site, connecting the front and back of the site.

Landscaping

The site will be landscaped with a mix of deciduous and coniferous trees and shrubs along the perimeter of the school block and building, as shown on Attachment #3. Additional landscaping will be provided along the westerly limits of the site to adequately screen the parking area from the adjacent residential area. Sodded fields are located at the north and east limits of the site. The school is located adjacent to a future municipal park at the east property line. The proposed landscape plan will be reviewed by the Parks Department to ensure compatibility with the future park.

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

Servicing

The proposed development will be fully serviced on the municipal system, including hydro, water, sanitary and storm sewers. The final site servicing and grading plan, stormwater management report, and access and on-site vehicular circulation shall be approved to the satisfaction of the Engineering Department.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Site Development application in accordance with the Official Plan and Zoning By-law, and the area context, and can recommend approval, subject to the comments and recommendations set out in this report.

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Attachments

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

Report prepared by:

Carmela Marrelli, Planner, ext. 8791

Mauro Peverini, Senior Planner, ext. 8407

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 56, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

56

**SITE DEVELOPMENT FILE DA.05.066
GANZ REALTY LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 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.05.066 (Ganz Realty Ltd.) BE APPROVED, subject to the following conditions:

- a) That prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, stormwater management report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
 - v) the required variances to implement the final site plan shall be approved by the Committee of Adjustment and such variances shall be final and binding; and,
- b) That the site plan agreement include the following provision:
 - i) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit an automobile gas bar (Esso), a retail convenience store (On the Run) and an eating establishment with drive-through (Tim Horton's), as shown on Attachment #2.

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Item 56 CW Report No. 37 – Page 2

Background - Analysis and Options

The rectangular-shaped 0.45 ha vacant site is part of a larger C7 Zone land holding to the south (1.28ha) as shown on Attachment #1. The subject lands are is located at the southwest corner of Regional Road 7 and Roybridge Gate, in Part of Lot 5, Concession 9, City of Vaughan.

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan) and zoned C7 Service Commercial Zone by By-law 1-88, and further subject to Exception 9(1013). The surrounding land uses are:

- North - Regional Road 7; existing Shell gas bar (C7 Service Commercial Zone)
- South - vacant/service commercial (C7 Service Commercial Zone)
- East - Roybridge Gate; vacant/commercial (C8 Office Commercial Zone)
- West - approved employment under construction (EM1 Prestige Employment Area Zone)

Official Plan

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan), which provides opportunities that require high visual exposure, good accessibility, and an attractive working environment, and permits a wide range of office, business and civic uses, with no outside storage. The “Service Node” policies of OPA #450 also apply and permit uses that provide for the day-to-day convenience and service needs of businesses, industries and their employees, and as such, the proposed site development conforms to both the “Service Node” and “Prestige Area” policies of the Official Plan.

Zoning

The subject lands are zoned C7 Service Commercial Zone by By-law 1-88, and further subject to Exception 9(1013). The gas bar, convenience retail store and eating establishment uses are permitted by the By-law. However, in order to implement the proposed site plan, the following variances are necessary, and are identified as follows:

	<u>Required</u>	<u>Provided</u>
Minimum Parking Spaces	26	25
Minimum Landscape Area	10%	3.9%
Maximum Convenience Retail Store GFA	280m ²	297m ²
Maximum Eating Establishment GFA	70m ² (25%)	83.6m ² (29%)
Location of Gas Pumps	front or side yard	rear yard

The minimum parking provided is satisfactory along with the minimum landscape area, as it is exclusive of the landscape strip buffer area, which, if included would increase the landscape area to 20%. The total gross floor area devoted to the retail convenience store and the percentage of the total GFA devoted to the eating establishment is acceptable. The southerly pump is located within the rear yard, however, the location is considered to be acceptable.

Prior to the registration of the implementing site plan agreement the required variances to implement the final site plan shall be approved by the Committee of Adjustment and such variances shall be final and binding.

Site Design

The site plan (Attachment #2) shows the convenience retail store on the east side of the property. The kiosk/store will be the pay point for gas purchases, and will contain an eating establishment,

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which will have both an associated seating area and drive-through. The 5-pump gas bar and canopy are located on the west side of the property. Parking spaces are provided throughout the site. The site is served by two shared accesses; one on Regional Road 7 and other on Roybridge Gate. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building Elevations

The materials of the gas bar/convenience retail store will consist of grey shingles, beige and pink-beige coloured concrete block (Attachment #3 and #3a). The store will be constructed to a height of 5.5m. The primary façade is located on the west elevation, facing the gas pumps, and it is designed with a glass double door entry, a row of windows and a corporate “On the Run” logo above. The remaining elevations are of similar design, with pink-beige concrete block at the base, beige concrete block to the roof and finished with grey shingles. The “Tim Horton” drive-through window is located on the east elevation, facing Roybridge Gate. The east façade also includes spandrel window panels to mirror the main westerly entrance.

The red and white canopy above the gas pumps will be constructed to a height of 5.3m, with corporate “Esso” logos on the north, east and west elevations.

Landscaping

The landscape plan is provided on Attachment #4. A 6m wide landscape strip will be provided along Regional Road 7 and Roybridge Gate and will consist of a variety of coniferous and deciduous trees and shrubs. Additional planting will be provided on the southwest and southeast parking islands, respectively. A sidewalk surrounds the kiosk, with pedestrian connections from the gas bar to the sidewalk along the perimeter of the site. The final landscape plan, details and cost estimate shall be approved by the Development Planning Department.

Services/Utilities

The site has access to hydro, water, and sanitary and storm sewers. The Owner has submitted a site grading and servicing plan and a stormwater management report, which will be approved to the satisfaction of the Engineering Department and the Region of York Transportation and Works Department.

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

Relationship to Vaughan Vision 2007

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

Conclusion

The proposed Site Development Application has been reviewed in accordance with the policies in OPA #450, the requirements of By-law 1-88, the comments received from City Departments and external public agencies and the area context. The Development Planning Department is satisfied that the proposed development of the subject lands for automobile gas bar, a retail convenience store and an eating establishment with drive-through, is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application and the required exceptions to the zoning by-law that are necessary to implement the proposal, subject to the conditions contained in this report.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

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Attachments

1. Location Map
2. Site Plan
3. Elevation Plan (Floor Plan and West Elevation)
- 3a) Elevation Plan (North, South and East Elevations)
- 3b) Elevation Plan (Gas Bar Canopy)
4. Landscape Plan

Report prepared by:

Christina Napoli, Planner, ext. 8483

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 57, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

57

**SITE DEVELOPMENT FILE DA.06.003
YORK MAJOR HOLDINGS INC. (BELL MOBILITY INC.)**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.003 (York Major Holdings Inc. (Bell Mobility Inc.)) BE APPROVED, to permit the construction of a Bell Mobility flagpole type telecommunications tower and associated equipment cabinet as shown on Attachment #2, subject to the following conditions:
 - a) That prior to construction and/or the issuance of a Building Permit:
 - i) the final site plan, landscaping plan and elevation plan shall be approved to the satisfaction of the Development Planning Department;
 - ii) all requirements of the Building Standards Department shall be satisfied;
 - iii) all hydro requirements of Power Stream Inc. shall be satisfied;
 - iv) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
 - v) all Region of York requirements shall be satisfied; and
 - vi) all the requirements of the Ministry of the Environment shall be satisfied.

Economic Impact

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

Purpose

Bell Mobility has submitted a Site Development Application on the subject lands shown on Attachments #1 and #2 to permit the construction of a 35m high flagpole-style telecommunications tower and associated equipment cabinets, within a 136 square metre compound.

Background - Analysis and Options

The subject lands as shown on Attachment #1 are located on the west side of Dufferin Street, north of Major Mackenzie Drive, and comprises approximately 136.5m² of land that is to be leased by Bell Mobility Inc. The subject lands are municipally known as 10,000 Dufferin Street, in Part of Lot 21, Concession 3, City of Vaughan. The surrounding land uses are as follows:

- North - existing Eagles Nest Golf Course (OS2 Open Space Park Zone)
- South - existing Eagles Nest Golf Course (OS5 Open Space Environmental Protection Zone), and further south a vacant parcel (C1(H) Restricted Commercial Zone with an "H" Holding Symbol)
- East - Dufferin Street; future commercial plaza (C4 Neighbourhood Commercial Zone) and valley (OS5 Open Space Environmental Protection Zone)
- West - existing Eagles Nest Golf Course (OS2 Open Space Park Zone)

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The City has adopted a Protocol for the Establishment of Telecommunication Tower and Antenna Facilities, and as a result of this protocol, any facility which is not exempt from municipal approval must make application to the City to have their proposal reviewed and assessed in light of this protocol.

The protocol requires those antenna facilities that are located within 120m of a residential area to undertake a Public Information Meeting, and to report back to the City with the name of the attendees and the outcome of the meeting.

On March 8, 2006, Bell Mobility Inc. held a Public Information Meeting, by notifying property owners within 120m of the proposed development, and all members of Council. The meeting was held at the Eagles Nest Golf Club at 10,000 Dufferin Street. No objections were received in regard to this proposal.

Official Plan

The subject lands are designated as "Open Space Special Policy Area 3" and "Waste Disposal Assessment Area" by OPA No.332 and OPA No. 535 (The Maple Valley Plan), and "Settlement Area" by the Oak Ridges Moraine Conservation Plan (OPA No. 604). The proposal conforms with the provisions of the Official Plan and the Oak Ridges Moraine Conservation Plan.

Zoning

The subject lands are zoned OS2 Open Space Park Zone by By-law 1-88, subject to site-specific Exception 9(1097), which permits a golf course, a driving range and monitoring controls concerning the closed Keele Valley Land Fill.

The Building Standards Department has advised that a Building Permit is required for the designated structure, and that the proposal complies with the requirements of By-law 1-88.

Site Design

The proposed development (Attachment #2) is located approximately 110.4 m north of the daylight triangle at the northwest corner of Dufferin Street and Major Mackenzie Drive. The proposal is accessed from the west side of Dufferin Street by a gravel driveway. The proposed 35m high flagpole-type telecommunication antenna structure (Attachment #3) is located approximately 22.38m west of Dufferin Street, with the associated equipment cabinet (Attachment #4) located 2.0m from Dufferin Street on a pad 1.82 m X 1.27 m, and having a maximum height of 1.524 m.

Landscaping and Elevations

The Development Planning Department has reviewed the proposed cabinet (Attachment #4) and landscape plan (Attachment #5) and are satisfied that all urban design standards and concerns have been addressed. The TRCA has recently been supplied with the landscape plan and will need to confirm if they are satisfied with the proposed landscaping plan/planting materials and scheme. Accordingly, TRCA approvals will also be required for the landscape plan.

Utilities

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

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed development and advises that the subject site is located within the Authority's Regulated Area and partially

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within the Regional Storm Flood Plain of the Humber River. In accordance with Ontario Regulation 97/04, a TRCA permit is required from the TRCA, prior to any of the following taking place:

- a) construction, re-construction, erection or placing of a building or structure of any kind within a Regulated Area;
- b) undertake any change to a building or structure that would have the effect of altering the use or potential use of a building or structure, or increase the size of the building or structure;
- c) site grading;
- d) undertake temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere;
- e) any interference or alteration to wetlands or shoreline.

The TRCA advises that according to the submitted topographic survey, the proposed telecommunication tower is located outside of the Regional Storm Flood Plain (within 5 m of the Regional Flood elevation line), while the proposed cabinet is located in the Regional Storm Flood Plain.

Although the proposed cabinet is located in the Regional Storm Flood Plain, the TRCA has indicated that given the small size, it will not have a detrimental effect on the storage and conveyance of flood waters. TRCA has further indicated that significant grading will not be permitted to facilitate the installation of the equipment box (to be at grade).

The TRCA has recommended, that staff has no objection to the approval of the Site Plan application, subject to the following conditions:

- i) that the applicant successfully obtain a TRCA Permit under Ontario Regulation 97/04 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) for the installation of the proposed cabinet equipment box; and,
- ii) that no significant grading take place to facilitate the installation of the proposed equipment box.

Oak Ridges Moraine

The subject site is located on the Oak Ridges Moraine and is also within the "Settlement Area" land use designation of the Oak Ridges Moraine Conservation Plan (ORMCP). There are several key natural and hydrologically sensitive features located within 120m of the subject property including a fish habitat, and a permanent/intermittent watercourse. The TRCA has an interest in conserving, protecting and enhancing the natural features and functions of the Oak Ridges Moraine. Upon review of the application, the TRCA is of the opinion that given the minor nature of the proposed flagpole and equipment cabinet box, that the integrity of the Plan Area will not be negatively impacted.

Region of York

The Region of York Planning Department has forwarded the City's request for comments to the Ministry of Environment for comment, given the location of the subject property within the Keele Valley Certificate of Approval Area. Provincial approval may be required to implement the

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proposed site plan application. Further, as the proposed development fronts onto Dufferin Street, the Owner will be required to satisfy all requirements of the Region of York Transportation and Works Department.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Site Development application in accordance with the Official Plan and Zoning By-law. The development of a 35 metre high flagpole telecommunications antenna structure and associated equipment cabinet and the proposed placement and site layout are considered acceptable. Accordingly, the Development Planning Department can support the approval of the Site Development application, subject to the recommendations in this report.

Attachments

1. Location Map
2. Site Plan
3. Flag Pole Antenna Elevation
4. Cabinet Elevations
5. Landscape Plan

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 58, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

58

**SITE DEVELOPMENT FILE DA.06.013
AUTO COMPLEX LTD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.013 (Auto Complex Ltd.) BE APPROVED, to permit the construction of a 2-storey, 702m² addition to the existing 4,980m² automobile dealership building on Parcel B as shown on the Attachment #2, to expand the automobile sales, automotive repair and service uses on Parcel B, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the final site plan, landscape plan, building elevation plan, and tree inventory and assessment study shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site grading and servicing plans, and storm water management report shall be approved to the satisfaction of the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) that the Owner obtain the necessary Committee of Adjustment approvals for variances required as a result of the Yonge Street road widening;
 - v) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department, with respect to the conveyance of the Yonge Street road allowance, reserves and the registration of same; location of the future YRT passenger standing area along the frontage of the site; permit approvals; and, final drawing approvals; and,
 - b) That prior to the issuance of a Building Permit:
 - i) The Owner shall pay all Development Charges in accordance with the applicable Development Charge By-laws in effect at the time of Building Permit issuance.

Economic Impact

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

Purpose

The Owner, Auto Complex Ltd., submitted a Site Development Application (DA.06.013) for the subject lands shown on Attachment #1. The site plan application provides for a 702m² addition to

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the existing 4,980m² automobile dealership building on Parcel B as shown on Attachment #2. The addition will facilitate a new Cadillac and Hummer dealership, which will operate together with the other existing automobile sales, auto repair and service uses in the building.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Yonge Street, north of Crestwood Road, and known municipally as 7200 Yonge Street, in Part Lot 27, Concession 1, City of Vaughan. The subject lands are designated "General Commercial" by OPA #210 (Thornhill-Vaughan Community Plan) and are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(401).

The subject lands form part of an existing auto complex consisting of five auto dealerships in five buildings on the overall site, as shown on Attachment #2. The surrounding land uses are as follows:

- North - CNR lands (M3 Industrial Zone)
- South - existing auto dealership (C2 Commercial Zone)
- East - Yonge Street; existing commercial (Town of Markham)
- West - existing residential (R5 Residential Zone)

Official Plan

The site is designated "General Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), which permits automobile sales, service and storage. The proposed site plan application is an expansion of the existing use and conforms to the Official Plan.

Zoning

The site is zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(401). The site-specific zoning on the property limits the use of the property to auto sales, auto servicing and one auto body shop use. The subject application is for the proposed expansion of the existing dealership on Parcel B as shown on Attachments #2 and #3, which complies with the zoning provisions of By-law 1-88.

Site Plan Approval

The site plan is for a 702m², 2-storey addition to the south end of the building on Parcel B as shown on Attachments #2 and #3, which will facilitate a new automobile showroom and sales office. The site statistics for Parcel B on the overall Site Plan are as follows:

Site Area:	16,194m ²
Existing GFA:	4,980m ²
Proposed Addition:	<u>702m²</u>
	5682 m ²
Parking Required:	150 spaces for existing
	<u>21 spaces for addition</u>
	171
Parking Provided:	184 spaces

The proposed addition to the existing building will necessitate the removal of a 1-storey, 138m² concrete building. The existing access entrance on Yonge Street, driveways, setbacks, loading areas, etc. for Parcel B remain unchanged, and the remainder of the overall site remains unchanged as a result of the proposed addition to the existing building on Parcel B.

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Building Elevations

The proposed building elevations are shown on Attachment #5. The existing building is an irregular-shaped 1-storey building. The addition is also irregular shaped and is 2-storeys.

The addition features a two-storey glass automobile elevator lift for functional and automobile display purposes. The addition will have curtain wall glazing, and Alucobond panels to cover over the existing panels on the original building to tie the existing building to the addition.

The Development Planning Department has reviewed the proposed elevations for the addition on Attachment #5, and is satisfied that all urban design standards and specifications have been met.

Landscaping

The proposed landscaping is shown on Attachment #4. Soft Landscaping in the form of shrubs will be added around the edge of the building addition. New landscaping will also be provided along Yonge Street to complement the building.

The final landscape plan and cost estimate will be approved, to the satisfaction of the Development Planning Department.

Access

Access to the site is from the existing signalized intersection on Yonge Street, as shown on Attachment #2. No changes to the existing access is required as a result of the proposed building addition.

Region of York

The Region of York has provided comments and conditions regarding the final site plan approval. The Region is requiring the conveyance of a 2 metre right-of-way along the entire Yonge Street frontage to protect for the future Yonge Street Corridor Public Transit improvements.

The road widening for the Yonge Street right-of-way is measured 20m from the centre line of Yonge Street. This will affect the site by reducing the building setback and landscaping width requirements along Yonge Street. By-law 1-88 requires a minimum 15m front yard setback. The widening requested by the Region will result in a 14.8m setback. Also, the minimum landscape strip width required by By-law 1-88 along Yonge Street is 6.0m. A reduction in the landscape strip width from 6m to 4m will be required. The Owner is working with the Region of York to confirm the Region's requirements concerning Yonge Street.

The Development Planning Department has no objection to the proposed variances, which will accommodate the Region's road requirements. The reduction in the front yard setback and landscape strip width are considered to be minor. 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.

Parking

Parking for the existing site has been provided in accordance with the requirements of By-law 1-88. By-law 1-88 requires 3 spaces per 100m² of GFA for a motor vehicle sales establishment use. A total of 184 parking spaces are provided on the site (Parcel B), whereas 171 spaces are required, resulting in a surplus of 13 parking spaces.

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Servicing

Final grading and site servicing and stormwater management reports must be approved to the satisfaction of the City's Engineering Department and the Region of York, prior to final approval. The applicant will also be required to fulfill all hydro requirements to the satisfaction of PowerStream Inc.

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 application for a 702m² addition (for Cadillac and Hummer) to the existing automobile dealership building on Parcel B of the site shown on Attachment #2.

The Development Planning Department can support the approval of the Site Development application, subject to the recommendation in this report.

Attachments

1. Location Map
2. Overall Site Plan
3. Partial Site Plan
4. Landscape Plan
5. Elevations

Report prepared by:

Laura Janotta, Planner, ext. 8634
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 59, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

59

**SITE DEVELOPMENT FILE DA.06.025
PINE VIEW PONTIAC BUICK SALES LTD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT the building elevations for Site Development File DA.06.025 (Pine View Pontiac Buick Sales Ltd.) BE APPROVED, subject to the following conditions:
 - a) that prior to the execution of the amending site plan agreement:
 - i) the final site plan and building elevations shall be approved by the Development Planning Department; and,
 - ii) the required variance shall be approved by the Committee of Adjustment, and shall be final and binding.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to redesign the south, west and east elevations of the existing automobile dealership (Pine View Pontiac Buick) and to increase the easterly and southerly vestibule spaces for the sales room by 17 sq.m., as shown on Attachments #2 and #3.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located in the northwest quadrant of Regional Road 7 and Weston Road, in Part of Lot 6, Concession 6, City of Vaughan. The subject lands are municipally known as 3790 Regional Road 7.

The subject lands are designated "Corporate Centre District" by OPA #500 (The Vaughan Corporate Centre Secondary Plan). The proposed development conforms to the Official Plan.

The subject lands are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(109). The proposed use complies with the Zoning By-law, however, a variance is required to permit the proposed southerly vestibule area including a new entrance tower above, to extend outside of the building envelope established by Exception 9(109). The required Minor Variance must be approved by the Committee of Adjustment and be final and binding prior to the execution of the amending site plan agreement. The Development Planning Department has no objection to the required variance to facilitate the new vestibule and entrance tower.

The proposed elevations are shown on Attachment #3. The south, west and east elevations will incorporate a mix of brown stucco and clear glazing intended to update the building facades in order to maintain General Motor's corporate design. There is no change to the northerly façade.

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Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department is satisfied with the proposed elevations to update the elevations of the existing automobile dealership with the General Motors corporate design, subject to the conditions of approval identified in this report including obtaining the required variance from the Committee of Adjustment to facilitate the new southerly vestibule and entrance tower. On this basis, the Development Planning Department recommends approval of the proposed elevations.

Attachments

1. Location Map
2. Site Plan
3. Elevations

Report prepared by:

Clement Messere, Planner, ext. 8409
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 60, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving sewage capacity allocation for 119 units.

60

**SITE DEVELOPMENT FILE DA.05.057
BRUNO LISI**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Ontario Municipal Board BE ADVISED THAT COUNCIL ENDORSES Site Development File DA.05.057 (Bruno Lisi) to permit the development of the subject lands shown on Attachment #1 with a condominium complex consisting of a 5 storey, 102 unit residential apartment building, 14 semi-detached units and 1 detached unit, as shown on Attachment #2, subject to the following conditions:
 - a) That prior to the registration of the site development agreement:
 - i) the final site plan, elevation plan, landscape plan, and landscape cost estimate shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plans, stormwater management report, and required road widenings shall be approved by the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied; and,
 - iv) the Owner shall submit a Noise Study to the satisfaction of the Engineering Department;
 - b) That the site development agreement contain the following provisions:
 - i) snow removal and garbage pick-up shall be privately administered and shall be the responsibility of the Condominium Corporation;
 - ii) the Owner shall agree to provide the necessary easements (vehicular, pedestrian, maintenance, etc.) for the adjacent westerly lands to the satisfaction of the City;
 - iii) the appropriate warning clauses shall be inserted into all offers of purchase or agreements of sale and lease for each dwelling unit warning the prospective purchasers or tenants of the existing westerly industrial uses, industrial and railway noise, and that garbage pick-up and snow removal will be privately administered; and,
 - iv) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate prior to issuance of a Building Permit in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of

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the subject lands, in accordance with Section 42 of the Planning Act, to the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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

“IT IS HEREBY RESOLVED THAT Site Development File DA.05.057 (Bruno Lisi) is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 31 residential units.”

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to permit the development of the subject lands shown on Attachment #1, with a condominium complex consisting of a 5 storey, 102 unit residential apartment building, (Phase 2), 14 semi-detached units and 1 single detached unit (Phase 1) as shown on Attachment #2. A total of 198 parking spaces are proposed of which 146 spaces are located in the underground parking garage. The pertinent site statistics are as follows:

Site Area =	0.88ha
Apartment GFA =	11,675m ²
15 Residential Units GFA =	<u>2,805m²</u>
Total Gross Floor Area =	14,480m ²
Parking Provided =	198 spaces
Parking Required =	209 spaces

Background - Analysis and Options

The subject lands shown on Attachment #1 represent an assembly of four residential lots, which 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 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), existing industrial uses (M1 Restricted Industrial Zone)
- South - existing residential dwellings (R3 Residential Zone)
- East - Kipling Avenue; existing residential dwellings (R3 Residential Zone), open space (OS2 Open Space Park Zone)
- West - existing CPR railway line (M3 Transportation Industrial Zone), existing industrial uses (M2 General Industrial Zone)

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Ontario Municipal Board (OMB)

On November 25, 2005, the Owner appealed their Official Plan and Zoning By-law Amendment Applications (Files OP.05.011 and Z.05.019), and Site Development Application (File DA.05.057, which is the subject of this report) to the Ontario Municipal Board (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 applications within the time frames stipulated under the Act. An OMB pre-hearing was held on April 12, 2006, to deal with preliminary and procedural matters and to inform the Board that the City and the applicants have been working together to generate an acceptable plan.

On April 24, 2006, Council endorsed the Official Plan and Zoning By-law Amendment applications to redesignate and rezone the subject lands to permit the development of the subject lands in the manner shown on Attachment #2. Should the OMB approve File OP.05.011, the subject lands will be redesignated from "Medium Density Residential" to "High Density Residential". Also, should the OMB approve File Z.05.019, the subject lands will be rezoned from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone. An OMB hearing has been scheduled for June 26 to June 29, 2006.

Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended as by OPA #356 (Kipling Avenue Corridor Plan), which does not permit the proposed development. As noted earlier, a related Official Plan Amendment Application to implement the proposed "High Density Residential" development at a maximum permitted net density of 132 units/ha was endorsed by Council, for approval by the Ontario Municipal Board at the upcoming Hearing.

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 (File Z.05.019) to rezone the subject lands to RA2 Apartment Residential Zone and to provide the necessary exceptions to permit the proposed development was endorsed by Council on April 24, 2006. A portion of the site which includes the apartment building (Phase 2) is to be zoned with the addition of the Holding Symbol "(H)" until such time as sanitary servicing capacity is available. Currently servicing allocation has been reserved for only 31 units, which will allow for the development of Phase One, composed of single and semi-detached dwelling units.

Site Design

The proposed site plan as shown on Attachment #2 includes a total of 117 residential units, comprised of 102 apartment units, 14 semi-detached units, and 1 single detached unit, all located within a condominium complex. The 15 residential lots are proposed along the north portion of the site with frontage on a private driveway and access to Kipling Avenue. The residential apartment building is located on the southerly two-thirds of the site and is centred by a large landscaped amenity space area. A main driveway from Kipling Avenue serves the entire condominium complex and provides the opportunity for a future extension into the adjacent property to the west, should the CPR lands be rezoned to residential. The parking area is primarily located below ground with the exception of some surface visitor parking for the apartment building and individual driveways for the single and semi-detached units. A Historical monument is proposed along Kipling Avenue to pay respect to the former Woodbridge School site.

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The applicant will be providing the City with a 3m road widening, along Kipling Avenue, which will result in a minimum front yard of approximately 0.4m along Kipling Avenue, but only for a portion of the apartment building. The remainder of the frontage is designed with an open space amenity feature. As a result of this road widening a 0m lot line is also proposed for the westerly semi-detached unit where it abuts a vacant parcel of land. These exceptions will have to be included in the implementing zoning by-law.

Parking and Access

The site plan proposes 198 parking spaces to serve the apartment building, semi-detached and detached dwelling units. The majority of the parking spaces for the apartment building are located in a shared underground garage, with 22 visitor spaces located above grade, including 3 handicapped spaces and 2 lay-by spaces. The semi-detached and single-detached units utilize individual private garages and driveways. Based on the residential parking standards of By-law 1-88, the required parking for the proposed development is calculated as follows:

Apartment Building (102 units@1.5 spaces) =	153 spaces
Apartment Visitor Parking (102 units @ 0.25 spaces/unit) =	26 spaces
Semi-detached and Detached units (15 units@ 2 spaces/unit) =	<u>30 spaces</u>
Total Parking Required =	209 spaces

Based on the calculation above, the condominium complex is deficient by 11 parking spaces. The Owner originally submitted a parking study for a previous development proposal with a parking deficiency of 25 spaces, which was reviewed and determined to be acceptable by the Engineering Department. The Engineering Department has indicated that they have no additional concerns with the current deficiency.

The proposed site plan shown on Attachment #2 identifies one access driveway on Kipling Avenue leading into the site, to an underground parking garage, private driveways, central pick-up area and drop-off location. The driveway has been designed to facilitate potential connection opportunities with the adjacent lands to the west through the CPR spur line, south to Woodbridge Avenue, provided the CPR lands are redesignated and rezoned to residential, to allow for compatible development that is consistent with the subject lands. The underground and surface parking areas are all accessible via a driveway ramp and are all located away from Kipling Avenue. It should be noted that a 3m x 5.8m parking stall size is proposed, whereas the By-law requires a minimum 2.7m x 6m parking stall. The proposed depth of the parking stall of 5.8m has been approved by the City for other site developments, and is acceptable for inclusion in the implementing zoning by-law. The necessary easements shall be provided in the site development agreement in favour of the adjacent westerly landowner in order to maintain opportunity for future vehicular and pedestrian connectivity.

Building Elevations

The elevations for the proposed apartment building are shown on Attachments #5 and #6. The L-shaped, 5-storey building will be constructed using a combination of brick, stone and stucco as the main wall cladding, glazing for the windows, and incorporating balconies trimmed with decorative columns that will interrupt each façade. Architectural moulding and decorative metal railings provide additional enhancement to the overall appearance of the building. The building is designed with a mansard type roof that incorporates the 5th floor giving the building a lower appearance. The proposed building height is approximately 13.4m at its highest point. The mansard roof is asphalt shingled, and is expected to match the overall colour scheme of the building.

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The proposed typical elevations for the semi-detached dwelling units and single detached dwelling unit are shown on Attachment #7. These units are proposed to be 2-1/2 to 3 storeys in height with a mansard type roof design incorporating a living area. The structures are constructed using a combination of reddish clay brick and a lighter tone decorative stone cladding. The elevation is similar in appearance to the apartment building. Additional architectural detail is proposed on the front and rear elevations (south and north, respectively) and an upgraded flankage elevation will be required for the single detached unit abutting Kipling Avenue, as shown on Attachment #7.

The design of these single and semi-detached structures incorporates attributes from the main 5-storey apartment building utilizing similar construction material and architectural elements such as roofline and decorative railing.

The preliminary building elevations will require further review, and it is recommended that the Owner submit coloured elevations and material samples in order for the Development Planning Department to finalize its review.

Additional detail requirements to complement the building elevations such as a landscape planting plan, entrance feature, decorative fence, and schoolhouse monument details, paving details, and a lighting plan, should also be submitted for review and approval by the Development Planning Department.

Landscaping

The proposed landscape plan shown on Attachment #3 consists of a mixture of deciduous trees and shrubbery along the periphery of the site and around the apartment building. A tree line comprised of coniferous trees is proposed along the southern lot line to provide a buffer to the residential property to the south. The tree line continues along the western lot line abutting the unused CPR spur line and is interrupted intermittently by planting beds comprised of an array of perennials and ornamental grasses. The majority of the landscaped area is concentrated in the amenity open space that is provided adjacent to Kipling Avenue.

The amenity space has been designed in a park like manner with concrete walkways leading to various leisure facilities. The main focal point is an historical monument constructed to pay respect to the old Woodbridge School site. Other facilities such as benches, decorative sculptures, patios and flowering beds are provided. The amenity area is to be used by the residents of the entire condominium development with public accessibility to the historical monument. The historic monument structure should be complemented with additional surrounding masonry piers at the corners and metal grillwork in between, and the landscape treatment should extend to the curb on Kipling Avenue, and to include additional streetscape elements such as paving, street trees and decorative lighting. A typical street planting scheme has been proposed along Kipling Avenue and in front of the semi-detached units.

A wood privacy fence is proposed along the south, west, and north lot lines, while a decorative wrought iron fence with pillars is proposed along the Kipling Avenue frontage. In addition the wood privacy fence along the southern lot line the applicant has proposed a tree line of mature columnar pines for the purpose of buffering. The appropriate buffering treatment will have to be reviewed and approved by the Development Planning Department.

Parkland Dedication

The applicant is required to pay to the City, prior to the issuance of a building permit, cash-in-lieu of parkland dedication equivalent to a fix unit rate in accordance with the Planning Act and City of Vaughan Policy, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

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Services

The Engineering Department has indicated that a 3.0m road widening is required along the Kipling Avenue frontage. The final site servicing and grading plans, stormwater management report and road widenings, shall be approved to the satisfaction of the Engineering Department. Garbage and snow removal will be privately administered by the Condominium Corporation, and will be identified in the implementing site plan agreement in all offers of purchase and agreements of sale and lease by the Owner.

Allocation

The Engineering Department has indicated that the development is located within the Woodbridge Sanitary Service Area. In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on November 14, 2005, servicing allocation capacity for Site Development Application File DA.05.057 has been reserved for a total of 31 residential units. The reservation shall automatically be revoked after a period of one year in the event that the Site Plan Agreement has not been executed within this time.

A resolution has been included in the recommendation section of this report to confirm this formal allocation, which will facilitate the development of the single and semi-detached dwelling units at this time. Once allocation is available for the apartment building, the Holding provision can be removed from the site to allow for this development.

Public Works Department

The Public Works Department has considered the proposed development and the request for municipal waste collection services and has indicated that the City will not be providing waste collection services at the above site. The "Owner" is responsible for securing a private company to provide collection services. A condition to this effect has been included in the recommendation section of this report.

Finance Department

The Finance Department has indicated that City, Regional and Educational development charges will be required to be paid to the City of Vaughan at the prevailing rate at the time of building permit issuance in accordance with the Development Charge By-law's in effect at that time.

Canadian Pacific Railway (CPR)

The CPR continues to maintain that the rear yard setback abutting their spur line is not acceptable and will impede development of their lands. In addition, they would like to ensure that provision providing for connectivity are provided for in the future.

The rear yard setback abutting the unused CPR Spur Line is approximately 4m at the nearest point of the building and 0m for a portion of the westerly semi-detached unit. The development currently abut a vacant parcel of land not being used by the CPR. The incorporation of this parcel could provide additional amenity to the rear yards, provided the lands are determined to be suitable for residential development, and are designated and rezoned to residential in the future. Also, the proposed site plan provides for a future residential road connection to the CPR lands. The CPR lands are zoned M3 Transportation Industrial Zone to facilitate the rail line, and any industrial development is unlikely as a minimum 150m setback must be provided to a Residential Zone.

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Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Site Development Application in accordance with the related Official Plan and Zoning By-law Amendment Applications that have been endorsed by Council, the comments provided by City Departments and external public agencies, and the surrounding area land use context. The Development Planning Department is satisfied that the proposed infill development is an appropriate form of development for the area from a land use and built form perspective. However, prior to final approval by the Ontario Municipal Board, the necessary consultant reports and detailed design plans as identified in this staff report, must be submitted and approved by the City. Accordingly, the Development Planning Department can support the Site Development Application, subject to the recommendations in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Underground Parking Plan
5. Conceptual Condominium Apartment Elevations (West, South, North, East)
6. Conceptual Condominium Apartment (Interior East and North)
7. Conceptual Single and Semi-Detached Elevations

Report prepared by:

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

/LG

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

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Item 61, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving the following in accordance with the memorandum from Commissioner of Planning and the Commissioner of Engineering and Public Works, dated June 23, 2006:

“That prior to the execution of the site plan agreement, in consideration of cash-in-lieu of parking, a further review of the parking study submitted by iTrans in support of Application DA.05.068 (Emanuele Domenico and Carmela Sala), be conducted to the satisfaction of the Planning and Engineering Departments.”; and

By approving that if a parking deficiency remains after further investigation, that a contribution of \$5,000 per spot be made in cash to the Kleinburg Parking Reserve Fund in accordance with By-law 159-2006.

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**SITE DEVELOPMENT FILE DA.05.068
EMANUELE DOMENICO AND CARMELA SALA**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.068 (Emanuele Domenico and Carmela Sala) BE APPROVED, to permit a 70m², one-storey addition to the rear of the existing 1½-storey building, on the subject lands shown on Attachment #1, subject to the following conditions:
 - a) that prior to the execution of the site development agreement:
 - i) the final building elevations shall be approved by Heritage Vaughan and the Development Planning Department;
 - ii) the final site plan and landscape plan shall be approved by the Development Planning Department;
 - iii) on-site vehicular circulation shall be approved by the Engineering Department;
 - iv) all hydro requirements of PowerStream Inc. shall be satisfied;
 - v) a minor variance application to implement the development shall be approved by the Committee of Adjustment, and shall be final and binding; and
 - vi) the Kleinburg Area Interim Control By-law shall have lapsed.

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 (File DA.05.068) to facilitate the completion of a partially constructed 70m², one-storey addition to the rear of the existing 1½ storey building on the subject lands, shown on Attachment #1. The addition will accommodate the expansion of the existing commercial uses within the building including an eating establishment (café) and retail store (flower shop).

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Islington Avenue, south of Nashville Road, being Part of Lot 24, Concession 8 (10496 Islington Avenue), in the Village of Kleinburg, City of Vaughan.

The 0.09ha triangular shaped site contains an existing 1½-storey house currently being used for an eating establishment (café) and a personal service shop (a flower shop), with a partially completed and unoccupied addition. The existing building is located within the Kleinburg-Nashville Heritage Conservation District, and is listed in the City of Vaughan Heritage Inventory/Listing of Property of Architectural and Historical Significance.

The subject lands are located within the area subject to By-law 166-2005, being an Interim Control By-law enacted by Council for the prohibiting of development in the Kleinburg–Nashville Core Area while a study respecting massing and built form in the study area is undertaken. The current interim control by-law was extended once and will lapse on June 28, 2006.

The surrounding land uses are:

- North - mixed-use building (C1 Restricted Commercial Zone)
- South - mixed use building (C1 Restricted Commercial Zone)
- East - Islington Avenue, existing commercial uses (C1 Restricted Commercial Zone)
- West - Doctor's House banquet facility and parking (C1 Restricted Commercial Zone and R1 Residential Zone)

Official Plan

The subject lands are designated "Core Area" by OPA #601 (Kleinburg-Nashville Community Plan), which permits a range of commercial uses on the subject lands. However, on May 23, 2006, Council adopted OPA #633 (Kleinburg Core Area Review) which has been forwarded to the Region of York for approval. The subject lands are designated "Mainstreet Commercial" by OPA #633, which also permits a range of commercial uses. The proposed building addition and development for the property complies with the policies of OPA #601, and by OPA #633.

Zoning

The subject lands are zoned C1 Residential Commercial Zone by By-law 1-88 and is located within the Kleinburg-Nashville Interim Control By-law Area. The proposed and existing uses of the dwelling for an eating establishment and retail store (flower shop) are permitted in the C1 Residential Commercial Zone.

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

i) Parking/Access

- permit a minimum of 9 parking spaces, including one barrier free parking space, whereas 22 spaces are required;

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- permit a 2.6m x 6m parking stall, whereas 2.7m x 6.0 is required;
 - permit a minimum driveway access width of 3.8m, whereas 6 m is required;
- ii) Setback Requirements
- permit a minimum 4.2m front yard setback, whereas 9m is required;
 - permit a 1.1m setback to the existing porch and stairs, whereas 7.2m is required; and
- iii) Landscape Buffers
- permit a minimum 1.8m wide landscape strip, whereas 6m is required

On May 23, 2006, Council enacted By-law 167-2006, which is not in full force and effect at this time. The purpose of this By-law is to create a specific zone category and development standards for those lands designated to "Mainstreet Commercial" by OPA #633. Although By-law 167-2006 is not yet in effect, this application should have regard for the development standards contained within it. By-law 167-2006 will zone the subject lands C11 Mainstreet Commercial Zone. The following minor variances would be required to implement the proposed site plan under By-law 167-2006:

- i) Parking/Access
- permit a minimum of 9 parking spaces, whereas 22 spaces are required;
 - permit a 2.6m x 6m parking stall, whereas 6m is required;
 - permit a minimum 3.8m driveway/access width, whereas 6m is required;
- ii) Landscaping Areas
- permit a minimum 1.8m landscape strip abutting a street, whereas 2m is required; and
 - permit a 0m landscape strip width abutting the property boundary, whereas 1.8m is required.

The Owner must file an application to the Committee of Adjustment for consideration of these variances, which must be approved and be final and binding, prior to the execution of the implementing site plan agreement. Depending on the date the application is filed, and the status of By-law 167-2006 (ie. approved or appealed), the variances required to implement the proposed site plan will be different as described above. The Owner should apply for a minor variance to the most restrictive zone provisions under each By-law to ensure that the appropriate variances are approved. Most of the variances are required to recognize the existing conditions on the site, including the location of the structure, and are not a result of proposed addition. The driveway access, building setback requirements and landscape buffers reflect the current built form on the site existing prior to the addition, and are therefore considered acceptable.

The existing driveway access and aisle is reduced from approximately 4.081m to 3.8m at the northwest corner of the proposed addition. Given the historic nature of the site and the structures in the surrounding area, some of the existing buildings along Islington Avenue currently accommodate narrow driveway widths and function adequately. The applicant has submitted a parking and access study prepared by iTrans Consulting Inc. dated May 24, 2006, in support of the proposed development. The study concludes that the proposed parking supply and driveway access/aisle width is adequate to support the proposed development. The Engineering Department has reviewed the study and concurs with its recommendations.

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Site Design

The proposed site plan is shown on Attachment #2. The triangular shaped site accommodates an existing 1½ storey heritage structure approximately 108m² in size. A 16m² outdoor patio is located southeast of the building. A partially constructed addition is located at the rear (west) and southwest end of the building and is approximately 70m² in size. Access to the site is provided by a single driveway from Islington Avenue, located along the north lot line and leading to the existing paved parking area at the rear of the property. The parking lot accommodates 9 parking spaces including 1 barrier free space and 2 tandem spaces. The tandem spaces are not included in the required parking calculation, however these spaces can be utilized as owner/tenant parking only.

A rectangular wooden garbage enclosure is proposed at the rear of the property for garbage storage. New garbage generated on the site will be manually brought to the street curb for garbage pick-up.

Parking

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

Required Parking:

181m ² Commercial Uses @ 6 spaces/100 m ²	11 spaces
66.4m ² Café @ 16 spaces/100 m ²	<u>11 spaces</u>
Total	22 spaces

Parking Provided 9 spaces, including 1 barrier free space

By-law 167-2006 does not amend the applicable parking standards for the subject lands.

The applicant has provided a parking study prepared by iTrans Consulting Inc., which concludes that the 9 existing parking spaces on the site are adequate to support the proposed development. As previously noted, the Engineering Department has reviewed the parking study and concurs with the recommendations of the report, and accordingly, cash-in-lieu of parking is not applicable.

Building Elevations

The proposed building elevations are shown on Attachment #3. The addition wraps around the rear portion of the existing building on the west, south and north elevations and is rectangular in shape. The building material is a beige/cream coloured vinyl siding in a board and batten pattern. The rear elevation (west) includes two building entrances, with the main entrance accessed by a wood staircase in keeping with the buildings architectural style. The north elevation includes one entrance and two windows, and the south elevation consists of the vinyl siding.

The existing 1½-storey Georgian building is designated under Part V of the Ontario Heritage Act, and located in the core of the Kleinburg-Nashville Heritage Conservation District. The addition to the structure requires the approval of a Heritage Permit application in accordance with the Kleinburg-Nashville Heritage Conservation District Plan, and is subject to review and approval by Heritage Vaughan.

The Cultural Services Department has advised that the Owner commenced construction of an addition at the rear of the residential building without obtaining the required City approvals and permits. The Cultural Services Department subsequently met with the Owner following the City's issuance of Stop Work Orders and Orders to Comply. The Owner was asked to apply for a

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Heritage Permit for the alterations that had occurred to date and for any proposed alterations in the future. On November 16, 2005, Heritage Vaughan first considered this matter at which time the Cultural Services Department provided a verbal report with images outlining the proposed changes to the property. After discussion with the Owner, Heritage Vaughan approved a motion requiring that the applicant submit the appropriate detailed drawings that conform to the Kleinburg-Nashville Heritage Conservation District guidelines.

The Cultural Services Department has met with the Owner several times since the November 16, 2005 to review and revise the proposed design of the addition. Subsequently, on December 14, 2006, Heritage Vaughan adopted the following motion:

“That the following recommendation contained in the Staff report dated December 14, 2005, be approved:

That the recent, single-storey addition made to the rear and south side of the house at 10496 Islington Avenue should remain and that the Owner be allowed to properly complete all necessary weather-proofing to the flat roof of the addition in question.

That the remaining sidewall of the former sun porch attic be incorporated into the addition roof design as a shelter for the steps at this entry.

That the original wooden sun porch screen/storm door be re-used (or replace it with a new wooden door of a similar half-glass design and profile) and to construct the steps to this door in wood with a railing that is similar to the main front porch.

That the recent addition to the house at 10496 Islington Avenue be clad in a board and batten style vinyl siding but the original house be clad in a vinyl siding that best simulates the profile of the original horizontal wood siding. All foundation walls should be parged and the rug brick chimney stabilized.

That if possible the existing front windows be retained and preserved, and, that wooden storm windows that match the originals be re-installed.

That the owner be allowed to have lettered signage along the front frieze of the front porch and that a Sign Variance application be applied for the existing ground sign.

That staff has no objection to the design of the proposed detached garage if the garage structure conforms to the parking/lot coverage requirements for zoning approval and the garage conforms with the requirements of any future site plan agreement.

That Heritage Vaughan expresses grave concern with the manner that this process has been handled and encourages Council to act in a way consistent with respecting the policies and processes of Vaughan.

That Heritage Vaughan be apprised of any further changes to this property.”

The Development Planning Department concurs with the recommendations made by Heritage Vaughan. The final elevations will be approved to the satisfaction of the Development Planning Department, in consultation with the Cultural Services Department.

Signage

The Owner has not submitted details of the proposed signage type, size design and material. Prior to the execution of the site plan agreement, the Owner shall submit a complete signage package for approval by the Development Planning Department and the Cultural Services Department.

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Landscaping

The existing landscape strip, trees and shrubs along the Islington Avenue frontage of the site have not been affected by the proposed addition and will remain unchanged. The Owner has added a new shade tree at the rear corner of the site, as recommended by the Development Planning Department. A wood picket fence is proposed for the outdoor patio enclosure and is considered in keeping with the character of the area and the existing building form. The final landscape plan shall be approved by the Development Planning Department.

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 Site Development Application to permit a 70m² addition to the existing heritage building located on the subject lands, in accordance with the policies of the Official Plan, the requirements of the Zoning By-law and in the context of the surrounding land uses and the comments provided by Heritage Vaughan and the Cultural Services Department. The proposed addition is compatible with the surrounding land uses from a land use and built form perspective and represents an appropriate development of the subject lands, subject to the comments in this report. Accordingly, the Development Planning Department can support the approval of the Site Development Application, and the required variances for reduced building setbacks, landscape buffers, parking and access, subject to the comments and recommendations included in this report.

Attachments

1. Location Map
2. Site Plan
3. Elevations

Report prepared by:

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

/CM

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

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Commercial Site Area: 1.9 ha
Total Commercial/Retail GFA: 4,659.83m²
Provided Parking Spaces: 290 parking spaces; and

2. A Site Development Application (File DA.06.048) for that portion of the development of the subject lands owned by 12688653 Ontario Ltd. as shown on Attachment #2 for a Shell Canada automobile gas bar and convenience store with a car wash, totaling 318.2m² and 17 parking spaces as follows:

Shell Site Area: 0.48 ha
Convenience Store Area: 186.4m²
Car Wash Area: 131.8m²
Provided Parking Spaces: 17 parking spaces

Background - Analysis and Options

The vacant lands, as shown on Attachment #1, total approximately 2.4ha and are located at the northeast corner of Melville Avenue and Rutherford Road, in Part of Lot 16, Concession 4, City of Vaughan. The triangular shaped corner lot has a combined frontage of 183m along Rutherford Road, and 207m flankage along Melville Avenue. The surrounding land uses are:

- North - CNR Tracks (M3 Transportation Industrial Zone) and Vaughan Sports Village (A Agricultural Zone)
- South - Rutherford Road: employment and eating establishment uses (EM1 Prestige Employment Area Zone)
- East - CNR Tracks (M3 Transportation Industrial Zone) and Vaughan Sports Village (A Agricultural Zone)
- West - Melville Avenue; Police Station and City Joint Operations Centre (EM2 General Employment Zone)

On September 13, 2004, Council approved Official Plan and Zoning By-law Amendment Applications OP.04.009 and Z.04.027 (City of Vaughan) to permit community commercial uses, including an automobile gas bar/service station and a car wash facility on the subject lands. On November 4, 2004, Council adopted OPA #613 and By-law 299-2004 to implement its decision.

Official Plan

The subject lands are designated "Community Commercial Centre" by OPA #350, as amended by site specific OPA #613, which permits a variety of commercial uses, in addition to an automobile gas bar and car wash. The proposed commercial uses conform to the Official Plan.

Zoning

The subject lands are zoned C5 Community Commercial Zone by By-law 1-88, subject to Exception 9(1208), which permits a variety of commercial uses in addition to an automobile gas bar and car wash. The proposed commercial uses conform to the Zoning By-law.

Site Plan

The site plans consist of five separate multi-unit commercial buildings, and one automobile gas bar with a car wash, as shown on Attachment #2. The two sites are separated by a landscape buffer and connected by an access driveway parallel to Rutherford Road.

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i) Multi-Unit Commercial Proposal

The lands subject to Site Development File DA.06.045, as shown on Attachment #2, make up the majority of the land area (1.9 ha) of the subject lands. Two buildings (Buildings 'A' and 'E') flank the street line along Melville Avenue and two buildings flank the street line along Rutherford Road (Buildings 'C' and 'D'). Building 'B' flanks the property line abutting the CN Rail pullback track. A total of 42 commercial units are proposed. The majority of the parking is situated in the middle of the commercial development with additional parking surrounding Buildings 'A', 'C', and 'D'. Pertinent site statistics are as follows:

Total Site Area	1.9 ha
Proposed Gross Floor Area:	
Building "A":	900.00m ²
Building "B":	2,425.83m ²
Building "C":	487.00m ²
Building "D":	290.00m ²
Building "E":	<u>557.00m²</u>
Total Gross Floor Area:	4,659.83m ²
Lot Coverage:	24.3 %
Landscaped Area:	4,102.8m ² (21.6%)

Two access points are proposed to the multi-unit commercial site from each side of the property, including one each on Rutherford Road and Melville Avenue. The final location and design of each driveway access is subject to the approval of the Region of York Transportation and Works Department and the Vaughan Engineering Department. One external garbage bin is proposed northeast of Building "C", adjacent to the CN tracks, however, all garbage areas shall be enclosed and form part of the buildings. The final site plan shall be approved to the satisfaction of the Development Planning Department.

ii) Automobile Gas Bar and Car Wash Proposal

The lands subject to Site Development File DA.06.048, as shown on Attachment #2, is situated at the northeast corner of Melville Avenue and Rutherford Road. The Owner is proposing a Shell Canada automobile gas bar with a car wash facility on the 0.48 ha vacant parcel of land. The gas pump canopy is 407.5m² in area. The site is to be served by two, 9m wide access driveways, one each on Rutherford Road and Melville Avenue, as shown on Attachment #2. The final location and design of each driveway access is subject to the approval of the Region of York Transportation and Works Department and the Vaughan Engineering Department.

The pump islands are located at the centre of the site, with an overhead canopy that is separate to the convenience store/gas bar kiosk located to the north. A total of 6 pump islands are proposed. A fully enclosed garbage storage room is attached to the east side of the convenience store/gas bar kiosk, and constructed with the same materials and colours as the main buildings. The proposed car wash is located east of the convenience store/gas bar kiosk.

Two (2) vacuum stations with associated parking spaces, and a tire inflation pump are located on the west side of the proposed car wash. The 10 car-stacking lane for the car wash will be clearly identified to separate it from the on-site traffic accessory the gas bar, and directional signage shall be provided throughout the site, to the satisfaction of the Development Planning Department. Pertinent site statistics for the proposed gas bar and car wash proposed are as follows:

Total Site Area:	0.48 ha
Proposed Gross Floor Area:	

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Convenience Store:	186.4m ²
Car Wash:	<u>131.8m²</u>
Total Gross Floor Area:	318.2m ²
Lot Coverage:	14.9 %
Landscaped Area:	1,312.7m ² (26.9%)

Elevations

The proposed building elevations are shown on Attachments #3 to #7. A consistent architectural style and use of building materials is utilized for each of the buildings, except for the proposed automobile gas bar and car wash, which are predominately brick veneer, as shown on Attachments #6 and #7.

i) Multi-Unit Commercial Proposal

The proposed multi-unit commercial buildings are one-storey in height with towers providing additional massing at the corners of each building. Each tower has a flat roof, which is consistent with the buildings' flat roofline, and accented with decorative fiberglass moulding. The buildings are finished with smooth finish stucco with clear insulated glass panels in clear anodized aluminum frames. The buildings are accented with brick facing and anchored with stone facing. All rooftop mechanical equipment shall be screened from street view. The applicant has agreed to revise the west elevations of Buildings "A" and "E" (Attachment #5) to enhance the doors that will face Melville Avenue, by providing front entrance-like doors similar to the east elevations. The final elevation plans for all 5 buildings will be approved to the satisfaction of the Development Planning Department.

ii) Automobile Gas Bar and Car Wash Proposal

The proposed convenience store and car wash facility are one-storey in height and finished in split face tan/brown brick veneer. The buildings are anchored with tan/brown stone with grey asphalt shingles, accented with prefinished white metal flashing. The main entrance to the convenience store is framed with a composite grey aluminum cladding and fitted with clear tempered glass. The convenience store will house several non-illuminated poster boards on the front, rear and east elevations. A 0.8m sign band is proposed above the main entrance to the store. The west elevation of the car wash facility is predominately clear sealed glass. Vehicular access through the facility will be through roll-up doors with clear polycarbonate glazing and an aluminum spandrel panel base. All rooftop mechanical equipment shall be screened from street view. The final elevation plans for both buildings will be approved to the satisfaction of the Development Planning Department.

Access and Parking

The site plan proposes a total of 307 parking spaces, comprising 290 spaces (including 6 barrier free spaces) on the commercial lands, and 17 parking spaces (including 1 barrier free space) for the automobile gas bar site. A total of 4 access points are provided to the combined subject lands, comprising 2 each on both Melville Avenue and Rutherford Road. The final access and parking design must be approved by the Engineering Department and Region of York Transportation and Works Department.

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i) Multi-Unit Commercial Proposal

Based on a parking ratio of 6.0 spaces/100m² gross floor area for a commercial shopping centre use, the required parking is as follows:

Use	Required Parking
Commercial (4,659.83m ²)	280
Total Parking Proposed	290

The proposed parking for Site Development Application DA.06.045 exceeds the required parking with a surplus of 10 spaces.

ii) Automobile Gas Bar and Car Wash Proposal

Based on a parking ratio of 5.5 spaces/100m² gross floor area for a convenience retail store, the required parking is as follows:

Use	Required Parking
Convenience Retail Store (186.4m ²)	11
Total Parking Proposed	17

The proposed parking for Site Development Application File DA.06.048 exceeds the required parking with a surplus of 6 spaces. Additionally, the By-law requires a minimum 10 car-stacking lane to the car wash and 1 parking space per vacuum island (2 proposed), which the Owner has provided.

Landscaping

The proposed landscape plans are shown on Attachments #8 and #9. The plans identify the landscape treatments along Rutherford Road and Melville Avenue, which includes a variety of trees and shrubs. Crimson King Maple is proposed along Rutherford Road and Melville Avenue. Austrian Pines, in addition to the Crimson King Maple, are proposed along vehicular entrances to the site and will frame these said entrances for an added landscape feature. Unicorn Cedars are featured within the landscaped island of the multi-unit commercial parking area. The landscape plan associated with the automotive gas bar and car wash, as shown on Attachment #9, provides for an entry feature wall at the corner of Rutherford Road and Melville Avenue with a formal design layout of a mixture of ornamental Japanese Blood Grass, Flaming Mound Spirea, and Moonshine Yarrow, as shown on Attachment #10. A mixture of deciduous and coniferous trees, and low-lying shrubs are proposed along the periphery of the subject lands. Prior to final site plan approval, the Development Planning Department must approve the final landscape plan and cost estimate.

Services

The applicant will be required to satisfy all requirements of the City's Engineering Department with respect to site servicing, grading and storm water management. All hydro requirements must be addressed to the satisfaction of PowerStream Inc. Waste disposal services and snow removal will be carried out by private contractors.

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Parkland Dedication

The Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the land, prior to the issuance of a Building Permit, in accordance with the Planning Act, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

Region of York

The site plan will require final approval to the satisfaction of the Region of York Transportation and Works Department with respect to access, engineering, financial, legal, insurance, technical, notification, and other requirements, which will become part of the conditions of site plan approval.

CN Railway Properties

CN Railway requires that the Owner install and maintain at their own expense, a chain link fence of a minimum 1.83m height along the mutual property line. As well, any proposed alterations to the existing drainage pattern affecting the Railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of CN.

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 Applications to permit a commercial development consisting of five multi-unit buildings and an automobile gas bar, convenience store and car wash facility, in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and the area context. The proposed development conforms with the policies of the Official Plan and complies with the requirements of the Zoning By-law. The proposed development is compatible with the surrounding land uses from both a land use and building form perspective. Accordingly, the Development Planning Department is satisfied with the proposed development and can support the approval of the site plan applications, subject to the recommendations in this report.

Attachments

1. Location Map
2. Comprehensive Site Plan
3. Elevations – Building 'B'
4. Elevations – Buildings 'C' and 'D'
5. Elevations – Buildings 'A' and 'E'
6. Elevations – Shell Convenience Store
7. Elevations – Shell Car Wash
8. Landscape Plan '1' – Multi-Unit Commercial
9. Landscape Plan '2' – Shell Station
10. Landscape Plan – Corner Entry Feature

Report prepared by:

Stephen Lue, Planner I, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

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/LG

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

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Item 63, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

63

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-06V04
TONLU HOLDINGS LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-06V04 (Tonlu Holdings Limited) as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1.

Economic Impact

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

Purpose

The Owner has submitted a Draft Plan of Condominium for the creation of common elements for a 18-unit townhouse development and five (5) live/work units (ground floor commercial with residential units above) fronting onto Keele Street.

Background - Analysis and Options

The subject lands as shown on Attachment #2 are located on the west side of Keele Street, north of Major Mackenzie Drive, in Part of Lot 21, Concession 4 (10028 to 10036 Keele Street), City of Vaughan. The surrounding land uses are:

- North – existing commercial use (C1 Restricted Commercial Zone)
- South – existing commercial use (C1 Restricted Commercial Zone)
- East – Keele Street, existing commercial use (C1 Restricted Commercial Zone)
- West – approved residential and commercial use (C1 Restricted Commercial Zone)

Official Plan

The subject lands are designated “Maple Commercial Core Area” by OPA #350 (Maple Community Plan), as amended by site-specific OPA #573, which permits the intensification of the subject lands with residential townhouse units and a mixed-use building. The proposed draft plan of condominium will facilitate a development that conforms to the Official Plan.

Zoning

The subject lands are zoned C1 Restricted Commercial Zone by By-law 1-88, subject to Exception 9(1149). The proposed draft plan of condominium will facilitate a development that complies with the Zoning By-law.

Site Development

On June 27, 2005, Council approved the Draft Plan of Subdivision Application File 19T-05V03 to create one block, under a single registered M-Plan, to facilitate the draft plan of condominium application and the future development of the subject lands for a mixed-use, 23-unit townhouse and office/commercial development.

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The draft plan of condominium application includes the creation of several common area elements, as shown on Attachment #3, that are tied in with the approved site plan (File DA.04.069), as shown on Attachment #4. These common elements include the following:

- a) the private road, Golden Spruce Lane (Area 'A');
- b) the areas for visitor parking spaces and the related driveway aisles (Area 'B');
- c) the areas dedicated to the community mailbox and the parkette (Area 'C');
- d) the area for the temporary vehicular turn around, west of parcel of tied land (POTL) 17 (Area 'D'); and
- e) the area under the decks for parcels of tied land (POTL) 1 to 5 (Area 'E').

The 0.5ha subject lands has 42.7m frontage along Keele Street with an average lot depth of 104.7m. One access point from Keele Street to the common element road (Golden Spruce Lane) has been approved by the Region of York. The common element private road will eventually have a pedestrian and vehicular connection to Major Mackenzie Drive through the adjacent development on the lands to the immediate west (2294 Major Mackenzie). The site plan agreements for the subject and adjacent lands include the necessary conditions requiring that reciprocal cross-easements be provided to facilitate vehicular and pedestrian access over both sites. In the interim, a temporary vehicular turn around area will facilitate the internal traffic flow on the subject lands.

Application Review

The draft plan of condominium is in accordance with the approved Site Development Application File DA.04.069. As a condition of approval, the Owner will be required to submit an "as-built" survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

The Owner will be required to pay to the City a maintenance fee for the enhanced landscape treatment along Keele Street. A condition of approval has been included in this respect.

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 draft plan of condominium is consistent with the approved site plan. 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 Condominium 19CDM –06V04
4. Approved Site Plan

Report prepared by:

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

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(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 64, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

64

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-06V05
2056247 ONTARIO INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

That Draft Plan of Condominium 19CDM-06V06 (2056247 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 a Draft Plan of Condominium consisting of one, two storey employment use building, currently under construction, with a total gross floor area 8,845.7m² and a total of 27 units and 390 parking spaces (Attachment #3).

Background - Analysis and Options

The subject lands shown on Attachment #2 are located at the northwest corner of West Royal Gate Boulevard and Regional Road #27, in Part of Lot 5, Concession 9, City of Vaughan. The surrounding uses are as follows:

- North - vacant/proposed employment (File Z.06.031 - C8 Office Commercial Zone)
- East - Regional Road # 27, vacant/commercial (C8 Office Commercial Zone)
- South - West Royal Gate Boulevard, existing employment area (EM1 Prestige Employment Area Zone)
- West - Royal Group Crescent, employment (EM2 General Employment Area Zone)

Official Plan/Zoning

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), which provides opportunities for industrial, business and civic uses. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned EM3 Retail Warehouse Employment Area Zone by By-law 1-88, subject to Exception 9(1013), which permits employment uses. The draft plan of condominium complies with the provisions of By-law 1-88.

Site Development

The 2.74ha irregularly-shaped site has 128.9m frontage on West Royal Gate Boulevard and 165.8m flankage on Regional Road #27. The site has two accesses, one on West Royal Gate Boulevard, and the other on Regional Road #27, which will be shared with the property to the north. The L-shaped building is located in the southeast corner of the lot. A total of 390 parking spaces are provided, including 4 spaces for disabled persons. The draft plan of condominium is in accordance with the approved Site Plan File DA.05.017.

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Relationship to Vaughan Vision 2007

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

Conclusion

The draft plan of condominium is consistent with the approved site plan. 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-06V05

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 65, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

65

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-06V03
ALIA DEVELOPMENT CORP.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-06V03 (Alia Development Corp.) 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 on the subject lands shown on Attachment #2 consisting of one, three-storey residential and commercial building, which is currently under construction. The total gross floor area of the building is 3,480.19m² consisting of 24 residential units, 2 commercial units and 40 underground parking spaces as shown on Attachment #3.

Background - Analysis and Options

The 0.27 hectare site shown on Attachment #2 is located on the east side of Keele Street, between Major Mackenzie Drive and Barrhill Road (9901 and 9907 Keele Street) in Lot 20, Concession 3, City of Vaughan. 9901 Keele Street is listed in the City's Inventory of Significant Heritage Structures and is known as the "Nathanial Shunk House". This building has been retained and incorporated into the overall development.

The draft plan of condominium is in accordance with the approved Zoning By-law Amendment (File Z.02.004) and Site Development File (File DA.02.002). Building Permit #04-074 was issued by the Building Standards Department on December 21, 2005. 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 as follows:

- North - commercial plaza (C1 Restricted Commercial Zone)
- South - future commercial/residential development (RA2 Apartment Residential Zone)
- East - residential (R2 Residential Zone)
- West - Keele Street; residential (RM2 Multiple Residential Zone)

Official Plan

The subject lands are designated "Maple Commercial Core" by OPA #350 (Maple Community Plan), as amended by OPA #533, which permits the proposed uses. The proposal complies with the policies of the Official Plan respecting building design, compatibility with the surrounding land uses and preservation of buildings of historic and architectural merit. The draft plan of condominium conforms to the Official Plan.

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Zoning

The subject lands are zoned RA2 Apartment Residential Zone by By-law 1-88, as amended by Exception 9(1197), which permits the proposed uses. The Committee of Adjustment approved Minor Variance File A32/05, which permits the maximum number of residential units to be increased from 21 to 24. 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 Development Planning Department has reviewed the proposed application for Draft Plan of Condominium, and has determined that it is consistent with the approved Site Plan (File DA.02.002). 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 Condominium

Report prepared by:

Margaret Holyday, Planner, ext. 8216
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(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 66, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

66

**DRAFT PLAN OF CONDOMINIUM 19CDM-06V06
1579670 ONTARIO INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-06V06 (1579670 Ontario Inc.) BE APPROVED, subject to the conditions of approval set out in Attachment #1, and the following:
 - a) that prior to the registration of the final condominium plan:
 - i) the required variance for a reduction in parking, and an encroachment easement for the pool shall be obtained from the Committee of Adjustment, and shall be final and binding.

Economic Impact

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

Purpose

The Owner has submitted an application for approval of a Draft Plan of Condominium for an 18-storey, 259 unit, high-rise residential condominium building, as shown on Attachments #2 and #3. On June 14, 2004, Council approved Site Development Application DA.03.053, for an 18-storey, 253 unit residential condominium. Subsequently, the Owner divided a number of the larger units and as a result the total number of units has increased to 259.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located at southeast corner of North Park Road and Disera Drive (15 North Park Road), being Block 3 on Registered Plan 65M-3872, in Part of Lot 6, Concession 2, City of Vaughan. The surrounding land uses are:

- North - North Park Road; planned open space park (OS2 Open Space Park Zone)
- South - vacant lands/proposed Wal-Mart and commercial (CMU1-H Mixed Use 1-Town Centre and CMU2-H Mixed Use 2 - Town Centre, both subject to a Holding provision)
- East - approved 22-storey residential condominium (RA3 Apartment Residential Zone)
- West - Disera Drive; two existing 15-storey residential condominiums (RA3 Apartment Residential Zone)

Official Plan/Zoning

The subject lands are designated "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #621. Both OPA #621 and the site-specific zoning Exception 9(1153) permit a total of 1,598 units comprised of 93 townhouse units and 1,505 apartment units, or a combination thereof not to exceed 1,598 units, within the area covered by .../2

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Plan 65M-3872. The subject lands are zoned RA3 Apartment Residential Zone by By-law 1-88, subject to site-specific Exception 9(1153). The draft plan of condominium, including the increase of 6 units from 253 to 259 units, conforms to the Official Plan and complies with the requirements of the site-specific Zoning By-law.

Approval of a Minor Variance application will be required to be obtained from the Committee of Adjustment to address the shortage in the minimum required number of parking spaces. By-law 1-88 requires a minimum of 337 parking spaces to be provided, whereas 333 spaces have been provided. As a result of the 6 unit increase, the site is deficient by 4 parking spaces. The required parking is calculated as follows:

- 259 units x 1.3 parking spaces /unit = 337 parking spaces

The increase in the number of units does not require a variance, as the total number of apartment units permitted within the subdivision is 1,505 units, to be distributed amongst 7 apartment buildings, with no requirement on the maximum number of units within each building, but restricted to pre-defined building heights.

Site Development

The 5,563m² rectangular site has 58.63m frontage on Disera Drive and 87.71m flankage on North Park Road. The site has been provided with a direct drop-off and pick-up access from North Park Drive to the 2-storey main lobby/recreation area. A second full access to the site is from Disera Drive, which leads to the visitor parking area, loading and garbage pick-up vicinity. The 18-storey condominium building is located centrally on the subject lands as shown on Attachment #3. A 2-storey lobby/recreation area is situated on the east side, which is intended to join the existing building to an approved 22-storey apartment building to the east of the subject lands, which is also to be constructed by the applicant. A total of 333 parking spaces have been provided, of which 51 are above-grade visitor parking. The underground resident parking is split between two levels, the first having 137 parking spaces and the lower level having 140 parking spaces. Landscaping has been provided around the perimeter of the site.

An encroachment easement is required along the easterly property line to accommodate the extension of an existing pool on the second level, which projects over the property line. When Building "D", a 22-storey residential apartment building to the east of the subject lands, which is currently owned by the same Owner (Liberty Development Corporation) is constructed, the approved Building "D" will be connected to the subject condominium building. The applicant will be required to obtain approval of a Consent application from the Committee of Adjustment to address the required encroachment easement, which shall be final and binding, prior to the registration of the final condominium plan.

Application Review

The draft plan of condominium is in accordance with the approved site plan (File DA.03.053), and Building Permit #04-3028. As a condition of approval, the Owner will be required to submit an "as built" survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

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 proposed application for Draft Plan of Condominium, which is consistent with the approved site plan, building permit and in accordance with the provisions of the Official Plan and site-specific Zoning By-law requirements. The Development Planning Department has no objections to the approval of the draft plan of condominium, subject to the conditions provided on Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium

Report prepared by:

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Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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- vi) permit a minimum setback of 1.66m (north) to an “R” Residential Zone, whereas the by-law currently requires 9m;
- vii) permit a minimum 1.5m wide landscape buffer strip abutting an “R” Residential Zone along the southerly property line, whereas the by-law currently requires 2.4m;
- viii) permit a minimum 1.66m wide, landscape buffer strip abutting an “R” Residential Zone along the northerly property line, whereas the by-law currently requires 2.4m;
- ix) to permit exterior stairs exceeding one-half storey to be located in the interior side yard, whereas the by-law currently permits exterior stairs exceeding one-half storeys to be located in the rear yard only;
- x) permit a minimum 0.6m interior side yard to the southerly exterior stairs, whereas the by-law currently requires 1.2m;
- xi) permit a minimum 0.16m interior side yard abutting a Residential Zone and a 1.8m rear yard abutting a Residential Zone to the easterly exterior stairs, whereas the by-law currently requires 9.0m;
- xii) to permit exterior stairs exceeding one-half storeys to be located within the required 2.4m wide landscape buffer abutting residential uses, whereas only landscaping is currently permitted;
- xiii) permit a minimum 3.06m wide landscape strip abutting a street, whereas the by-law currently requires 6.0m;
- xiv) permit a minimum 0.38m setback from the front lot line to the nearest part of the building below finished grade (underground parking garage), whereas the by-law currently does not permit an encroachment greater than 1.8m; and
- xv) permit a minimum of 118 parking spaces, whereas the by-law currently requires 130 spaces.

3. THAT Site Development File DA.05.043 (1598223 Ontario Inc.) BE APPROVED subject to the following conditions:

- a) That prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, and landscape plan shall be approved by the Development Planning Department;
 - ii) the final site servicing, grading, stormwater management, noise report, and above and below grade parking plans shall be approved by the Engineering Department;
 - iii) the Owner shall satisfy all hydro requirements of Power Stream Inc.;
 - iv) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department; and
 - v) the implementing Official Plan and Zoning By-law Amendments shall be in full force and effect.
- b) That the site plan agreement contain the following provision:
 - i) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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Economic Impact

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

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachment #1 to develop the lands for a medical and dental office building including a laboratory and pharmacy, as shown on Attachment #2:

1. An Official Plan Amendment Application (File OP.04.014) to redesignate the subject lands from “Low Density Residential” to “General Commercial” under OPA #210 (Thornhill-Vaughan Community Plan), to permit the development of the site for an office building for use by medical and dental practitioners, including a medical laboratory, and ground floor retail including a pharmacy.
2. A Zoning By-law Amendment Application (File Z.04.039) to rezone the subject lands under By-law 1-88 from R1V Old Village Residential Zone and R2 Residential Zone subject to site-specific Exception 9(292) to C1 Restricted Commercial Zone, subject to a number of zoning exceptions as identified in this report:
3. A Site Development Application (File DA.05.043) to facilitate the development of a 3-storey, 3494.2m², medical and dental office building with laboratory and ground floor pharmacy uses and surface and underground parking. The intended users of the office building will be regulated health professionals on the second and third floors, including a medical laboratory while the ground floor will be restricted to retail uses including a pharmacy as shown on Attachment #2.

Background - Analysis and Options

The site is located north of Clark Avenue West, on the east side of Bathurst Street, being Lot 62 and Part of Lot 63 on Registered Plan 3715 (7533 Bathurst Street), City of Vaughan, as shown on Attachment #1. The northerly lot is vacant, and the southerly lot contains a residential dwelling, which will be demolished. The combined site has 60.87m frontage along Bathurst Street and a depth of 56.33m.

The site is designated “Low Density Residential” by OPA #210 (Thornhill-Vaughan Community Plan). The northerly Lot 62 is zoned R1V Old Village Residential Zone and the southerly, Part of Lot 63 is zoned R2 Residential Zone and subject to site-specific Exception 9(292), both under By-law 1-88. The surrounding land uses are:

- North - day nursery (R1V Old Village Residential Zone)
- South - residential (R4 Residential Zone); Spring Gate Boulevard and Thornbury Circle (roads)
- East - residential (R1V Old Village Residential Zone and R2 Residential Zone)
- West - Bathurst Street; residential (RA3 Apartment Residential Zone)

Public Hearing

On August 13, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands and to the Crestwood Springfarm Yorkhill Residents Association. At that time, written comments were received from a number of area residents objecting to the proposed redesignation and rezoning of the property to facilitate a much larger development consisting of a 4-storey, 3874.8m² office building. The following issues and concerns were raised in the letters:

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- the proposal will change the residential nature of the neighbourhood, and promote similar applications;
- the entire area is composed of two-storey residential homes and a proposed four-storey office building is out of character;
- there is no shortage of existing office building or commercial uses in the area to justify a redesignation of the subject lands;
- the proposed development would create increased light and noise pollution;
- unauthorized activity in the parking area at the rear of the building;
- create unnecessary traffic congestion along Bathurst Street; and
- users of the proposed office building will infiltrate the surrounding residential streets in an attempt to look for on-street parking.

The recommendation of the Committee of the Whole on September 7, 2004, to receive the Public Hearing report, and that a community meeting be held to resolve outstanding issues prior to this matter being brought forward in a technical report to a future Committee of the Whole meeting was ratified by Council on September 13, 2004.

Community Meeting

An evening Community Meeting was hosted by Councillor Shefman (Ward 5) on April 21, 2005, in respect to the subject lands. The meeting was attended by several local area residents, the applicant's planner and architect, Councillor Shefman and his assistant, and a Planner from the Development Planning Department. The purpose of the meeting was to discuss issues identified at the Public Hearing Meeting of September 7, 2004 and those raised in letters from the local area residents. The meeting provided an opportunity for an open dialogue and discussion respecting the proposed uses and building design. The agent for the Owner presented the proposal, which included an overview of the subject lands, its location within the surrounding vicinity, a conceptual site plan and building elevations showing the same proposal in two different materials of brick and an alternative stucco. Following the presentation, the Development Planning Department advised the residents of the planning process as it pertained to the proposed development.

The presentation formed the basis of the discussion in which the same issues were raised as those at the Public Hearing and in writing. An additional concern respecting disruption to area residents due to the use of the office building by medical practitioners and ground floor commercial, and the volume of patients for each practitioner, was raised at the Community Meeting.

As a result of the Community Meeting, the applicant revised his proposal, and on August 2, 2005, also submitted a Site Development Application. The proposed development as shown on Attachment #2 has been revised from a 4-storey office building to 3-storeys, and has been reduced in GFA from 3,874.8m² to 3,494.2m². The Applicant has also increased the front yard setback from a minimum of 0.97m to a minimum of 3.06m.

Land Use Status

Official Plan

The subject lands are designated "Low Density Residential" by OPA #210 (Thornhill-Vaughan .../5

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Community Plan). The existing land use designation permits only detached residential dwellings at a maximum net density of 22 units per net hectare and does not permit the proposed office building with ground floor laboratory and retail, and therefore, an Official Plan Amendment is required.

The Owner has proposed to redesignate the subject lands from “Low Density Residential” to a “General Commercial” designation under OPA #210. The appropriate designation to implement the proposed development of the subject lands is the “General Commercial” designation, which permits retail stores for the buying, leasing and exchanging of goods and services, restaurants, banks and business or professional office uses. Although the designation permits a number of retail uses the site-specific OPA and by-law will limit the uses, to those appropriate for the subject lands in light of its size, location and close proximity to residential uses. The proposed use of an office building for regulated health practitioners, a medical laboratory, and ground floor retail store uses including a pharmacy would conform to the “General Commercial” designation of OPA #210.

Land Use/Compatibility

As a result of the information gathered from internal and external agencies, and the Community Meeting held on April 21, 2005, Development Planning Staff can conclude the following:

- the redesignation of the subject lands to “General Commercial”, with a restriction on the use and form of development, would allow the subject lands to act as a buffer between the low density residential area abutting the lands to the east and south, and Bathurst Street and the high rise condominium apartment buildings to the west as shown on Attachment #1;
- the potential for redevelopment as low density residential (i.e. single detached dwellings) is limited given the subject lands location adjacent to Bathurst Street, being a major arterial road with a planned right-of-way of 45.0m;
- the potential for residential redevelopment limited to multiple family dwellings such as street and block townhouses or a low-rise apartment building is also limited. Either form of development although suitable from a land use perspective would not be suitable in respect of a multiple driveway accesses impacting transportation movement along Bathurst Street. In the case of residential with a rear laneway, higher volumes of traffic would be generated on Thornbury Circle and Spring Gate Boulevard, which is not desirable as traffic would be infiltrating the existing local streets; and,
- the site and building design can ensure a suitable transition from Bathurst Street to the surrounding residential neighbourhood by incorporating a residential scale and appearance, in the form of a small-scale community oriented office use as shown on Attachments #4 and #5.

The following policies should be applied to the subject lands, and included within the implementing Official Plan Amendment:

- the use of the property shall be restricted to an office building with a maximum of 1,031.8m² devoted to accessory retail commercial uses on the ground floor, to be defined in the implementing zoning by-law;
- the office building development shall be compatible and sensitive to the existing and proposed residential development in the surrounding neighbourhood, with respect to the overall height restricted to a maximum of 3 storeys, massing and design of the buildings, landscaping and buffering, parking, lighting, and the streetscape;

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- parking and service areas shall be shielded by landscaping, fencing and design and elements, and the garbage storage area is also required to be internalized;
- the visual impact of the automobile within the parking area shall be reduced, in consideration of the following design criteria:
 - parking areas shall be provided in combination of surface and underground structures; and
 - surface parking shall be required to be screened from public streets and neighbouring residences by fencing and landscaping;
- exterior lighting shall be designed to promote safety in the parking areas, while minimizing light reflection on adjacent residential properties; and
- building signage shall be minimized and oriented to the Bathurst Street elevation, subject to site plan approval.

Zoning

The subject lands are presently zoned R1V Old Village Residential Zone and R2 Residential Zone subject to site-specific Exception 9(292). The R1V and R2 Zones permit only detached residential dwellings. Therefore, the proposed rezoning of the subject lands to C1 Restricted Commercial Zone would be appropriate to implement the proposed Official Plan Amendment to redesignate the property to “General Commercial”. The C1 Zone would permit an office building for use by business or professional offices, more specifically for regulated health professionals and including a medical laboratory with limited ground floor retail/commercial including a pharmacy.

The following exceptions to the C1 Zone standards and to the definition of an “office building” are proposed, to facilitate the appropriate development of the site:

- i) permit ground floor retail store uses (i.e. Pharmacy) to be located in a 3-storey office building, whereas the by-law currently requires the office building to exceed 3-storeys in order to permit ground floor retail commercial uses;
- ii) permit a minimum front yard of 3.06m, whereas the by-law currently requires 9.0m;
- iii) permit a maximum roof overhang of 1m, whereas the by-law only allows a maximum 0.5m encroachment into the required yard;
- iv) permit a minimum lot depth of 52m, whereas the by-law currently requires 60m;
- v) permit a maximum building height of 15m, whereas the by-law currently permits 11m;
- vi) permit a minimum setback of 1.66m (north) to an “R” Residential Zone, whereas the by-law currently requires 9m;
- vii) permit a minimum 1.5m wide landscape buffer strip abutting an “R” Residential Zone along the southerly property line, whereas the by-law currently requires 2.4m;
- viii) permit a minimum 1.66m wide, landscape buffer strip abutting an “R” Residential Zone along the northerly property line, whereas the by-law currently requires 2.4m;
- ix) to permit exterior stairs exceeding one-half storey to be located in the interior side yard, whereas the by-law currently permits exterior stairs exceeding one-half storeys to be located in the rear yard only;
- x) permit a minimum 0.6m interior side yard to the southerly exterior stairs, whereas the by-law currently requires 1.2m;
- xi) permit a minimum 0.16m interior side yard abutting a Residential Zone and a 1.8m rear yard abutting a Residential Zone to the easterly exterior stairs, whereas the by-law currently requires 9.0m;

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- xii) to permit exterior stairs exceeding one-half storeys to be located within the required 2.4m wide landscape buffer abutting residential uses, whereas only landscaping is currently permitted;
- xiii) permit a minimum 3.06m wide landscape strip abutting a street, whereas the by-law currently requires 6.0m;
- xiv) permit a minimum 0.38m setback from the front lot line to the nearest part of the building below finished grade (underground parking garage), whereas the by-law currently does not permit an encroachment greater than 1.8m; and
- xv) permit a minimum of 118 parking spaces, whereas the by-law currently requires 130 spaces.

Furthermore, By-law 1-88 defines an “Office Building” as follows:

“OFFICE BUILDING – Means a building having more than one-storey used for business or professional office purposes. If an office building exceeds (3) storeys in height, the following uses shall be permitted on the ground floor provided the combined total gross floor area of all such uses does not exceed fifteen percent (15%) of the gross floor area of the said office building:

- bank
- eating establishment
- eating establishment, convenience
- eating establishment, take-out
- health centre
- personal service shop
- retail store
- a ‘variety store’ which means a kiosk servicing the daily or occasional needs of the employees in the office building with a variety of goods such as food snacks and beverages, sundries, tobacco, stationery, magazines and newspapers, but not including groceries, meats and produce, with no direct access to the exterior of the building and a gross floor area not exceeding fifty (50) square metres.”

An exception to the existing definition will be required in order to permit an office building with a maximum of 3-storeys, having 1,031.8m² of retail commercial uses on the ground floor comprising 29.5% of the total building GFA. The retail commercial uses on the ground floor, however, will be restricted primarily to a pharmacy use accessory to the regulated health professional uses and laboratory on the second and third floors.

The above-noted exceptions to the C1 Zone will allow for an appropriate development of the site, which brings the commercial building closer to the Bathurst Street line, and away from the residential to the east and south. It will also allow for urban, street oriented, and transit oriented development. The exceptions are considered to be appropriate.

Site Plan

The site plan as illustrated on Attachment #2 shows a 3-storey, 3,494.2m² office building located predominately in the west half of the subject lands, and fronting onto Bathurst Street. One vehicular access is proposed for the site, a right-in/right-out only from Bathurst Street leading to the reversed “L” shaped at grade parking area to the south and east of the building. A ramp leading to the underground parking garage is located at the northeast corner of the building. Landscaping is proposed along the front of the building and around the periphery of the site. For pedestrian circulation, a concrete walkway is proposed around the building and leading to the public sidewalk along Bathurst Street.

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The proposed 3-storey building will be utilized as follows:

-	First Floor: Pharmacy (778.2m ²) + other retail (253.6m ²)	=	1,031.8m ²
-	Second Floor: 6 medical offices	=	1,097.6m ²
-	Third Floor: 6 medical offices + 1 laboratory	=	<u>1,097.6m²</u>
	TOTAL GFA	=	3,494.2m ²

The applicant will be required to submit a noise report for approval by the Engineering Department, prior to finalization of the site plan agreement, in order to mitigate any noise concerns as a result of the proposed office building being in close proximity to the adjacent residential.

Building Elevations

The proposed building will be constructed with a mansard roof to a maximum height of 15.0m, as shown on Attachments #4 and #5. The material used for the roofing is prefinished metal (standard material used in the construction for a mansard roof) in a dark grey colour. The material used throughout the building is brick in two tones of grey. The darker grey brick is used on the first floor, and the lighter shade for the second. (see Attachment #4). Light grey prefinished moulding is used to frame the windows for the ground floor and second storey, which are set within the brick building material. Light grey moulding is also incorporated as a horizontal band around the building between the ground floor and second storey. The third storey windows are located in the mansard roofline and are framed with prefinished aluminum in a white colour.

Access

The subject lands are restricted to one 7.5m wide right-in/right-out access onto Bathurst Street, at the southwest corner of the property, as shown on Attachment #2. The site plan also shows a road widening of 4.02m along the entire frontage of Bathurst Street, in order to achieve a planned right-of-way for Bathurst Street of 45.0m. The access and the Bathurst Street road improvements will require approval from both the City and the Region of York Transportation and Works Department.

Parking

The proposed development will be providing with a total of 118 parking spaces consisting of 39 spaces at grade and 79 spaces underground. The required parking for the office building development is based on the following standards:

Office Regulated health professional at 5 spaces/practitioner: Laboratory (i.e. Other Uses not specifically listed) at 3.3 spaces/100m² GFA; and, Retail Store (including Pharmacy) at 6 spaces/100m² GFA.

The required parking for the proposal is calculated as follows:

-	Medical Offices: 12 offices x 5 spaces/practitioner	=	60.0 spaces
-	Laboratory: 246.5m ² x 3.3 spaces/100m ²	=	8.1 spaces
-	Retail Store: 1,031.8m ² x 6 spaces/100m ²	=	<u>61.9 spaces</u>
	TOTAL	=	130 spaces

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The required number of parking spaces for the proposed uses on site is 130 spaces resulting in a shortage of 12 spaces or 9.2%. The Engineering Department has reviewed the parking situation and deficiency, and has determined it to be acceptable.

The final design of the above and below grade parking areas, and on site vehicular circulation, shall be approved to the satisfaction of the Engineering Department.

Landscape Plan

The landscape plan consists of a mix of deciduous and coniferous shrub planting at the front of the site and along the rear property line as shown on Attachment #3. The reduced landscape buffers along the north and south interior lot lines will be sodded, and are not wide enough to accommodate any significant planting. However, mature trees exist along these lot lines on the neighbouring properties. A wood privacy fence will be provided around the periphery of the north, south and east lot lines. The final landscape plan and landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

Site Servicing

The final site servicing and grading plans and storm water management report, must be approved by the Engineering Department.

All hydro requirements must be addressed to the satisfaction of the PowerStream Inc. The applicant will be responsible for private garbage pick-up and snow plowing. Snow storage areas are provided along the perimeter of the property as shown on Attachment #2 and #3.

Parkland Dedication

The Owner will be required to pay cash-in-lieu of the dedication of parkland in accordance with the requirements of the Planning Act.

Current Policy Framework

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS envisions efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS encourages a mix of housing, employment, parks and open space, and transportation choices that facilitate pedestrian mobility and other modes of travel. Subsection 1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns” further states that “Healthy, liveable and safe communities are sustained by among other things: accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs”.

The PPS further states that sufficient lands shall be made available through intensification and redevelopment and if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years. The subject lands as shown on Attachment #1 is an example of redevelopment and intensification which is putting to use existing servicing and infrastructure.

Region of York Official Plan

The Region of York Official Plan is a broad based plan that establishes policies with the intention of guiding economic, environmental and community development decisions affecting the use of land. It also assists in the co-ordination of more detailed planning by the area municipalities. By
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establishing a variety of locations across the Region for employment uses including commercial development, the Official Plan encourages and supports a balance of employment and housing opportunities. It is the policy of the Regional Council to work with the area municipalities to ensure a diversity of zones to accommodate employment uses.

In respect to creating healthy communities it is the objective through the policies of the Regional Council, "To encourage the availability of access by walking, bicycling and transit to education, health, human services, culture and recreation facilities." The proposed medical office building, laboratory and pharmacy will serve the immediate community.

The proposed redesignation and rezoning of the subject lands from "Low Density Residential" to "General Commercial" will assist in achieving the objectives set forth by the Region of York Official Plan. The proposed redesignation provides the surrounding residential area with a community-oriented service in close proximity to established residential neighbourhoods and along a designated transit route. Providing a common location for regulated health professionals to practice affords area residents the opportunity to have a number of their medical care needs addressed at one location.

The Region of York has reviewed the applications and has no objections to the proposal, including the redesignation of the subject lands from "Low Density Residential" to "General Commercial". The final site plan details will be addressed to the satisfaction of the Region of York Transportation and Works Department.

Planning Considerations

Location as well as compatibility, impact on the surrounding and existing residential neighbourhood and traffic were all taken into consideration during the review of the proposed redesignation and rezoning of the subject lands shown on Attachment #1. From a policy context, review of the City's Official Plan, OPA #210 (Thornhill-Vaughan Community Plan), the Regional Official Plan and the Provincial Policy Statement, indicate that the proposed redesignation from "Low Density Residential" to "General Commercial" to facilitate the development of a 3-storey medical office building to be used by regulated health professionals and a laboratory with ground floor commercial including a pharmacy is appropriate in terms of location, building form and scale.

The Region of York Official Plan includes policies similar to that of the Provincial Policy Statement, encouraging a mix of uses to create healthy livable communities for residents. Providing essential services such as medical and dental offices in close proximity to established residential neighbourhoods achieves these objectives. As shown on Attachment #1 the subject lands are surrounded by residential development to the east and south and high density residential to the west. Immediately north of the subject property is an institutional use that also addresses the needs of local residents in the form of a day nursery use.

The potential redevelopment of the subject lands as a single detached residential dwelling is limited considering its location directly fronting onto Bathurst Street, and being somewhat restricted in terms of right-in/right-out. Other forms of residential such as townhouse and apartment buildings would require multiple individual driveway accesses on Bathurst Street, which cannot be accommodated, and if a rear laneway was proposed could potentially create more traffic on the internal residential streets and result in a more intrusive form of development, which would not be appropriate.

Given the location of the site along Bathurst Street, minimal impact on hard and soft services, and effective traffic management, the proposed medical office building will provide a service to the community, and can be supported.

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Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed applications to amend the Official Plan (OP.04.014) and the Zoning By-law (Z.04.039), and for Site Development (DA.05.043) to facilitate a 3-storey dental and medical office building with laboratory and ground floor retail uses including a pharmacy. Consideration was given to the area context in terms of existing land uses, and comments from the local community and public agencies, as well as, the applicable land use policy framework. The proposal to redesignate and rezone the subject lands from "Low Density Residential" to "General Commercial", and from R1V Old Village Residential and R2 Residential Zones to C1 Restricted Commercial Zone, subject to site-specific exceptions to permit the proposed medical office/commercial development is appropriate in terms of use, location, built form, and scale, and is supported by the Development Planning Department.

Attachments

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

Report prepared by:

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

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Item 68, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**OFFICIAL PLAN AMENDMENT FILE OP.05.024
ZONING BY-LAW AMENDMENT FILE Z.05.054
SITE DEVELOPMENT APPLICATION FILE DA.06.001
CITY OF VAUGHAN (DONGARA PELLET FACTORY)**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved, subject to the following, in accordance with the memorandum from the Director of Development Planning, dated June 15, 2006:

“That Item 68, Committee of the Whole June 19, 2006, be amended by adding the following condition to Recommendation 3. a) that prior to the execution of the site plan agreement:

- x. That the concerns of Queen of Heaven Cemetery as defined in the correspondence of their consultants dated March 16th and 29th, 2006, be resolved by the applicant’s engineers to the satisfaction of the City.”; and

- 2) That the applicant be requested to meet with the Ward Councillor to address the visual concerns expressed.

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.024 (City of Vaughan - Dongara Pellet Factory) BE APPROVED, subject to the following:
 - a) That the implementing Official Plan Amendment shall:
 - i) redesignate the subject lands from “Public Open Space and Buffer Area” and “Road” within the “Public Use Area” under the Parkway Belt West Plan to “Prestige Area” with site-specific provisions under OPA #450 (Employment Area Plan) to implement the proposed development; and,
 - ii) include policies that notwithstanding the development policies of the “Prestige Area” designation, the subject lands may be developed with a waste recycling and processing facility that also manufactures fuel pellets, and that there shall be no outside storage on site.
 - b) That the subject lands shall have been deleted from the Parkway Belt West Plan by the Ministry of Municipal Affairs and Housing, prior to the Official Plan Amendment coming into effect.
2. THAT Zoning By-law Amendment File Z.05.054 (City of Vaughan - Dongara Pellet Factory) BE APPROVED, to rezone the subject lands from PB1S Parkway Belt Linear Facilities Zone to EM1 Prestige Employment Area Zone, to permit a waste recycling and processing facility that also manufactures fuel pellets, subject to the following:
 - a) That the implementing Zoning By-law shall include the following exceptions:

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- i) permit the subject lands to be developed with a waste recycling and processing facility which also produces fuel pellets in the EM1 Prestige Employment Area Zone, with no outside storage;
 - ii) permit a minimum lot frontage of 0.0m, whereas the required lot frontage is currently 36m;
 - iii) permit all lot lines on the subject property to be considered as interior lot lines;
 - iv) permit a minimum of 35 parking spaces to be provided on the subject lands in accordance with the approved parking study, whereas the required parking is currently 123 spaces;
 - v) permit the maximum driveway width to exceed the currently permitted 13.5m width at both the lot line and the driveway access located off-site on Regional Road 27;
 - vi) permit a minimum 0.0 m landscape strip where the site abuts an Open Space Zone, which includes the adjacent PB1S Parkway Belt Linear Facilities Zone, whereas 7.5m is currently required;
 - vii) require relief from Section 3.8 to facilitate the off-site access on lands owned by Hydro One;
 - viii) permit a maximum building height of 24m for the storage dome, whereas 15m is currently permitted.
3. THAT Site Development File DA.06.001 (City of Vaughan – Dongara Pellet Factory) BE APPROVED, to permit the development of a waste recycling and processing facility and fuel pellet manufacturing factory, as shown on Attachment #2, subject to the following conditions:
- a) That prior to the execution of the site development agreement:
 - i. the final site plan, elevation plan, and landscaping plan, shall be approved by the Development Planning Department;
 - ii. the final site servicing and grading plans, stormwater management report, access, on site vehicular circulation, and traffic and parking studies shall be approved by the Engineering Department;
 - iii. all required off-site road widenings, access improvements and signalization for Regional Road #27 shall be approved to the satisfaction of the Region of York Transportation and Works Department;
 - iv. all requirements of the Ministry of Transportation Ontario (MTO) including stormwater management, and site servicing and grading, shall be satisfied;
 - v. all requirements of the Toronto and Region Conservation Authority (TRCA) shall be satisfied;
 - vi. all hydro requirements of PowerStream Inc. shall be satisfied;

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- vii. all requirements of Hydro One Networks Inc. shall be satisfied;
 - viii. the Lessee (Dongara Pellet Factory) shall have obtained written permission from Hydro One for all required easements and legal access onto Regional Road 27 and a driveway connection across Hydro One lands to service the subject lands; and,
 - ix. the Lessee (Dongara Pellet Factory) shall have obtained the required Certificate of Approval from the Ministry of the Environment.
- b) That the site development agreement contain the following clause:
- i) If required, the Lessee (Dongara Pellet Factory) shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Purpose

The following applications have been submitted on behalf of the City of Vaughan by Dongara Pellet Factory (future Lessee of the property as discussed in this report):

1. An Official Plan Amendment Application to redesignate the subject lands shown on Attachment #1 from “Public Open Space and Buffer Area” and “Road” under the “Public Use Area” designation of the Provincial Parkway Belt West Plan to “Prestige Area” under the City’s OPA #450 (Employment Area Plan) to permit a waste recycling and processing facility that also manufactures fuel pellets as shown on Attachment #2, with site-specific policies to implement the proposed development.
2. A Zoning By-law Amendment Application to rezone the subject lands shown on Attachment #1 from PB1S Parkway Belt Linear Facilities Zone to EM1 Prestige Employment Area Zone with site-specific provisions to permit the development of a waste recycling and processing facility that also produces fuel pellets and extracts other recyclable material, as shown on Attachment #2.
3. A Site Development Application to facilitate the development of the subject lands shown on Attachment #1 with a single-storey (11.3 m high), 8,943m² waste recycling and processing facility with a 982m² storage dome. The proposed facility recycles municipal solid waste to create fuel pellets, as well as, extracts other dry recyclable materials from the waste stream, as shown on Attachment #2.

Background - Analysis and Options

The 2.38 ha vacant site, shown on Attachment #1, is located on the east side of Regional Road 27, immediately north of Highway #407, and is bounded on the north by the hydro transmission corridor, in Part of Lot 2, Concession 8, City of Vaughan. The subject lands will require an easement to cross over the adjacent Hydro One lands to gain access to Regional Road 27.

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The subject lands are currently designated “Public Open Space and Buffer Area” and “Road” within the “Public Use Area” by the Provincial Parkway Belt West Plan, and zoned PB1S Parkway Belt Linear Facilities Zone by By-law 1-88. A waste recycling and processing facility use is not permitted by the Official Plan or Zoning By-law, and respective amendment applications to each have been applied for, which is the subject of this report. The surrounding land uses are:

- North - Hydro One Corridor and transformer facility (PB1S Parkway Belt Linear Facilities Zone)
- South - Highway No. 407 off-ramp (PB1S Parkway Belt Linear Facilities Zone)
- East - Industrial use (PB1S Parkway Belt Linear Facilities Zone and EM1 Prestige Employment Area Zone)
- West - Regional Road 27; proposed Office and Hotel Complex, Toronto RV Centre, Queen of Heaven Cemetery (PB2 Parkway Belt Complementary Use Zone)

On December 23, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowner's Association. To date, the Development Planning Department has only received correspondence from the agent for the Catholic Cemeteries-Archdiocese of Toronto (Queen of Heaven Cemetery) located on the west side of Regional Road 27 relating to stormwater management and sanitary sewer concerns and with respect to the Traffic Impact Study. The engineering services to facilitate the Dongara proposal will be extended across Regional Road 27 from the west side, and the Dongara driveway access will be located directly opposite Toronto RV Road at a planned signalized intersection, and therefore it will be necessary to ensure that the cemetery is not impacted by the proposed development. The issues raised by the Cemetery have been forwarded to Dongara's agent to be addressed by their engineering consultants. These issues will be resolved prior to finalizing the site plan agreement. At the Public Hearing on January 16, 2006, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on January 23, 2006.

Dongara Proposal

The subject lands are currently owned by the Ontario Realty Corporation (ORC) and will be purchased by the City of Vaughan, upon the lands being removed from the Provincial Parkway Belt West Plan. The City will then in turn be leasing these lands to Dongara Pellet Factory to undertake the proposed development.

The proposed Dongara facility will recycle municipal solid waste (MSW) to create fuel pellets, as well as, undertake the extraction of other dry recyclable materials that are extracted from the incoming waste stream for sale in the recyclable marketplace.

This facility is also intended to address the needs of York Region on managing approximately 70,000 to 100,000 tonnes per year of municipal solid waste, which will be diverted from shipment to Michigan licensed disposal sites. The project will be built to receive up to 200,000 tonnes per year of MSW, as Dongara will seek to receive a further 100,000 tonnes from other regions in the GTA to maximize throughput, above the 100,000 tonnes it will process for York Region. Approximately 190,000 tonnes of pellets are expected to be produced each year when the facility is operating at full capacity.

The process starts with the delivery of MSW to the plant by garbage pick-up trucks used by the Region of York to deliver waste to the facility. The MSW is then sorted into materials that are either to be used in the manufacture of pellets or alternatively sold as recyclable products. The remaining minor amount of materials that must be landfilled are then stored internal to the building until sufficient amounts accumulate to send via truck to selected landfill sites.

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The positively selected materials are moved on for use in the manufacturing of the fuel pellets by being shredded and fiberized, and then stored in the silos. This stored material is then mixed with a high BTU material such as carpet waste, poly film or other acceptable materials, and then pelletized and stored in the storage dome, for sale or transportation to their final destination for use as an alternate fuel.

Official Plan

The subject lands are designated “Public Open Space and Buffer Area” and “Road” within the “Public Use Area” of the Provincial Parkway Belt West Plan. The “Public Use Area” comprises areas that are presently used or planned for public uses, including legally existing uses, linear facilities, public open space and buffers, and privately operated open space and recreation-oriented uses. Application has been made to remove these lands from the Parkway Belt West Plan (Ministry File 19-PBA-028-179). The current designations do not permit the lands to be used for the purposes of a waste recycling and processing facility.

The applicant proposes to redesignate the site from “Public Open Space and Buffer Area” and “Road” to “Prestige Area” with site-specific provisions under the City’s OPA #450 (Employment Area Plan) to implement the proposed development. The “Prestige Area” designation is generally located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive work environment. A range of industrial, office, business and civic uses are permitted, but with no outside storage.

Section 2.2.7.2 of OPA #450 contains policies with respect to the location and development of waste recycling establishments. Approval of a zoning amendment application shall be conditional on Council being satisfied that the proposal conforms to the Official Plan policies as they pertain to the location, design, and operation of the facility. The proposal does not meet the locational criteria set out in the Official Plan. Areas of prohibition include lots abutting an arterial road and an existing or planned provincial highway. Currently, waste recycling facilities are only permitted in the “Employment Area General” designation, which are located internal to an employment area, and which permits outside storage. However, the proposed designation is “Prestige Area”, and the site abuts both Regional Road 27 and the off-ramp for Highway 407, and will require site-specific provisions to permit such a use in a “Prestige Area” designation, and with no outside storage.

The Official Plan contains site development policies respecting the operation of waste recycling establishments, some of which are outlined as follows:

- a) Waste recycling establishments shall be operated in a manner that does not result in a nuisance or a hazard to the health and safety of the natural environment and persons.
- b) Waste recycling establishments shall be permitted to operate within a wholly enclosed building or structure that is free-standing.
- c) Management and Operational policies which relate to the following:
 - i) No waste materials shall be received at a waste recycling establishment that cannot be managed or is incompatible with the processing equipment and systems and storage capabilities.
 - ii) All waste residues generated from waste recycling establishments including waste materials that are presently not recyclable shall not be sent to an approved waste disposal site.
 - iii) Steps shall be taken to mitigate potential obnoxious qualities relating to noise, odour, air quality, ground and surface water quality, vectors (eg. birds and insects), vermin (eg. rats), and liquid discharges to sewers, which may seriously impact surrounding land uses.

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- iv) Best management practices and technologies shall be incorporated into the design and maintenance of waste recycling establishments with consideration given to in-draft ventilation systems with filtering of exhaust air, dust control systems equipped with particulate filters, regular equipment maintenance, and other similar matters to minimize potential site problems.
 - v) Sites shall be maintained free of litter and other undesirable materials. Owners shall perform daily site clean up and establish vector and vermin control programs, among other similar matters.
-
- d) Uses which because of the nature of the materials used are considered a noxious trade, business or manufacture under the Health Protection and Promotion Act or related regulations, shall not be permitted.
 - e) The surface of all driveways, parking, loading, access and maneuvering areas shall be paved with hot mix asphalt or concrete.
 - f) Distance Separation-Proximity to Sensitive Land Uses: the Official Plan also requires a substantial distance separation between waste recycling operations and existing and planned residential, institutional and parkland uses. The zoning by-law will establish the setbacks of the building to open space areas."

Prior to execution of the site plan agreement, Dongara will be required to obtain all necessary approvals from the Ministry of the Environment and Energy (MOEE) (ie. Certificate of Approval).

The Development Planning Department has reviewed the development proposal in light of the Official Plan policies and the surrounding land use context, and have determined that the proposed waste recycling and processing facility is supportable. The proposed industrial recycling use is located within an employment area that stretches between Steeles Avenue West and Langstaff Road, and will be contained within a wholly enclosed building with no outside storage, consistent with other prestige employment development that is sited adjacent to arterial roads and highways.

Region of York Official Plan

The Region of York Planning Department has no objections in principle to the proposed development, provided the lands are removed from the Parkway Belt West Plan. The Region will be the final approval authority of the implementing Official Plan Amendment, upon adoption by Vaughan Council.

Regional Staff have identified the following matters of Regional interest – largely technical in nature, that will be implemented in detail through the review and approval and finalization of details of the related site plan application:

- a) Traffic impacts (i.e. trucks) generated by the proposed development. A detailed Traffic Impact Study shall be prepared to the satisfaction of the Regional Transportation and Works Department;
- b) Regional Road #27 road and access improvements. The proposed driveway must be aligned with Toronto R.V. Road for signalization, and illumination shall be provided to the satisfaction of the Regional Transportation and Works Department and the Ministry of Transportation; and,
- c) Water and waste water servicing. Full municipal services are required for the proposed development.

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Zoning

The subject lands are currently zoned PB1(S) Parkway Belt Linear Facilities Zone by By-law 1-88, which permits public uses only. The applicant is requesting that the subject lands be rezoned to EM1 Prestige Employment Area Zone with site-specific exceptions to permit the proposed waste recycling and processing use. By-law 1-88 does not permit any form of waste recycling facility as-of-right within the City. Accordingly, an amendment to the Zoning By-law is required to permit such a use, and with no outside storage of goods or materials. The following zoning exceptions will be required:

1. The required lot frontage is 36 metres, whereas the proposed development has 0.0 metres frontage.
2. Under Section 3.21 of By-law 1-88, a "lot" is required to have frontage on a public street, whereas the proposed lot does not have any frontage.
3. For the purposes of the zoning amendment, all lot lines will be considered to be interior lot lines.
4. Parking is to be provided at a ratio of 1.5 parking spaces for every 100m² floor area for employment use and 2 parking spaces for every 100m² floor area for office use. The required parking is 137 spaces, whereas 35 spaces are proposed and have been determined to be acceptable through the parking study that has been approved by the Engineering Department.
5. The maximum driveway width in By-law 1-88 is 13.5 metres, whereas the driveway width exceeds the maximum at both the northerly lot line and the driveway access located off-site on Regional Road 27.
6. A 7.5 metre wide landscape strip is to be provided where the site abuts an Open Space Zone, whereas 0.0m is proposed. The PB1(S) Parkway Belt Linear Facilities Zone that surrounds this site is a classification of the Open Space Zone.
7. Relief from Section 3.8 (parking requirements) is required to facilitate the off-site access on the lands owned by Hydro One to the north.
8. Permit a maximum building height of 24m for the storage dome, whereas 15m is currently permitted.

For these reasons, an application to amend the Zoning By-law is required. These exceptions will be necessary to facilitate the proposed site development, and are supported by the Development Planning Department.

Supporting Studies

In order to address the issues of impact and compatibility, and to satisfy policy requirements of the Official Plan, studies were undertaken and submitted by Dongara, including functional servicing, stormwater management, flood plain analysis, traffic and parking, and environmental site assessment (Phase I). The functional servicing, stormwater management and traffic studies have been reviewed by the Engineering Department, and revisions to the studies have been requested. The parking study has been approved as identified in the "parking" section of this report.

Dongara has also submitted a "Noise Impact Study (Revised)" dated March 23, 2006, and "Application for Certificate of Approval for a Waste Processing Facility (Air & Noise) submitted to Ministry of Environment, August 2, 2005". The Engineering Department has reviewed these documents and advises that Ministry of Environment approvals are required.

The proposed development will require a Certificate of Approval from the Ministry of the Environment. These approvals shall be in place prior to the execution of the implementing site plan agreement.

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Department/Agency Comments

Ministry of Transportation Ontario (MTO)

The MTO has no objections to the Official Plan and Zoning By-law Amendment and Site Development applications, subject to Dongara obtaining all required MTO permits, and addressing all MTO requirements, including the following:

- a) Access shall be located outside Highway 407 land limits. Any proposed access to the subject property shall be made to match the proposed signalization to Toronto R.V. Road.
- b) The existing field entrance located approximately 50 metres north of the Highway 407 westbound off-ramp shall be removed.
- c) MTO requires information regarding the processing of the pellets, to assess whether the hazardous products used or waste created may potentially spill and enter the Highway 407 lands through the existing watercourse.

The MTO has reviewed the stormwater management report and site servicing and grading plan and has requested a number of revisions and updates which are technical in nature. Dongara will be required to satisfy the requirements of the MTO, prior to the execution of the site plan agreement, including all site plan; fencing; traffic; road widenings, turn lane and intersection design; geotechnical; and electrical matters, which are required to facilitate the development.

The site plan application is subject to Parkway Belt Application 19-PBA-028-179, and the MTO has advised that all of their comments are subject to the property being removed from the Parkway Belt.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the submitted flood plain analysis report and site plan and indicates that the proposed development is located adjacent to the Regional Storm Flood Plain of the Humber River. The current site plan illustrates the proposed pellet facility along with the associated access road/storage dome immediately adjacent to the flood plain. TRCA staff indicates that they recognize the importance of the proposed project in diverting waste from landfills through the recycling of waste into fuel pellets, as well as, the fact that natural features on the site are limited to the flood plain (no significant vegetation, no valley slope). As such, the TRCA would accept the proposed reduction in the development setbacks, as well as, the proposed culvert road crossing to the north, subject to further information being submitted for TRCA review. The reduced development setback, watercourse crossing, along with cutting/filling, is acceptable, provided that provisions are made to conduct restorative works downstream/off-site in order to minimize the proposed impacts to the aforementioned natural feature. The TRCA requests further discussions with the applicant to explore options and opportunities to enhance the nearby natural system.

Dongara will be required to satisfy all TRCA requirements as a condition of site plan approval.

Region of York Transportation and Works Department

The Region of York Transportation and Works Department has reviewed the applications and supports the Dongara proposal. Cole Engineering Group Ltd. and Dongara are to be the prime proponents of the Regional Road 27 road and access improvements together with the signalization necessary for the approval of the development application.

The additional pavement required at the Regional Road 27/Toronto RV Road intersection to provide for southbound left turn movements is to be constructed on the east side of the existing edge of the through lane. The northbound right-turn lane and taper to the site access are to be added beyond the widened through edge of pavement.

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Prior to the submission of preliminary pavement design for the development, Regional approvals will require that the most up to date topography of Regional Road 27 be obtained. This information shall include the Regional Road 27 resurfacing completed in 2005 and the current pavement markings. The suggested plan limits should extend from the Highway 407 westbound exit ramp to the north limit of the Hydro line crossing Regional Road 27.

Dongara will be required to satisfy all requirements of the Region of York Transportation and Works Department, as a condition of site plan approval.

Vaughan Engineering Department

Dongara will be required to extend the water main and sanitary sewers to the property, from the west side of Regional Road 27.

Review of the subject applications from a servicing and stormwater management and grading perspective has been undertaken by Cole Engineering and appropriate stormwater management and site servicing and grading reports have been submitted for review and approval by the City's Engineering Department. The Engineering Department has reviewed the studies and has requested revisions and updates from the applicant. These revisions and updates shall be finalized prior to the execution of the site plan agreement, and the satisfactory to the Engineering Department.

The Engineering Department has also reviewed a Traffic Impact Study dated November 28, 2005, conducted by Cole Engineering Groups Ltd. in support of the proposed development, and a Peer Review Report dated March 29, 2006, prepared by Mark Engineering (Queen of Heaven Cemetery's Peer Review Consultant), and advises that they generally concur with the analysis provided in the Transportation Consultants' Peer Review Report and accept the comments/recommendations set out in the Cole Engineering report. Accordingly, the Engineering Department has requested that a revised Traffic Impact Study be submitted, addressing all of the comments set in the subject peer review report.

The applicant's Consultant (Cole Engineering) by letter dated May 12, 2006, has submitted a response in the form of additional information to Mark Engineering (Queen of Heaven Cemetery's Peer Review consultant) respecting the Dongara's Traffic Impact Study. These studies will also be forwarded to the Region of York Transportation and Works Department for their review and approval.

It is noted in the Traffic Study that there will be 3 shifts each day, between Monday to Saturday (7am to 7pm), with approximately 134 trucks per day accessing the Dongara facility.

Hydro One Networks Inc.

Hydro One has no objection in principle to the proposed development, subject to details respecting lot grading, drainage, fencing, and landscaping, being addressed by Dongara to the satisfaction of Hydro One, as a condition of final site plan approval. In addition, it will be necessary for Dongara to obtain permanent easements for storm sewer/drainage swale and access road purposes, from Hydro One, in order to service the development.

Planning Analysis

Site Design

The subject lands are currently vacant and comprise 2.38 hectares of tableland with no frontage onto a public road (see Attachment #2). Dongara is currently in negotiations with Hydro One

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Networks Inc. to acquire a right-of-way easement in favour of Dongara to access the site. The placement of the building, storage dome and silos is oriented in a northwest direction relative to Regional Road #27. The proposal contemplates the following development:

Waste Recycling Facility/Pellet Plant Area	8,130m ² (including 200m ² office)
Storage Dome	982m ²

Parking

The proposed site plan includes 35 parking spaces. Based on the requirement of Zoning By-law 1-88, parking for this site is calculated as follows:

Waste Recycling Facility/Pellet Plant:	7,930m ² @ 1.5 space/100m ² GFA = 119 parking spaces
Office Space:	200 m ² @ 2.0 spaces/ 100m ² GFA = 4 parking spaces

TOTAL PARKING REQUIRED 123 parking spaces

The proposed development requires 123 parking spaces. The applicant has indicated that there will be no more than 15 employees per shift X 3 shifts per day within the building at any one time and has prepared a parking study to justify the reduction in the required number of parking spaces to a minimum of 35 spaces. The Engineering Department has reviewed the report entitled "Dongara Solid Waste Pellet Processing Facility Parking Study, City of Vaughan", dated May 1, 2006, prepared by Cole Engineering and advises that they agree with the conclusions reached in the study and have no objection with the proposed parking supply of 35 spaces.

Accordingly, an exception to By-law 1-88 will be required for a reduced minimum parking requirement of 35 parking spaces.

Access

The proposed site plan shown on Attachment #2 contemplates access to Regional Road #27 by way of a right-of-way easement over the adjacent northerly lands owned by Hydro One Networks Inc. The proposed driveway over the right-of-way is 12m in width, and the access throat at the Regional Road #27 entrance point and at the lot line is greater than the City's maximum of 13.5m, being 20m and 22m, respectively, which will need to be confirmed by Dongara on the final site plan, for inclusion in the site-specific zoning by-law.

Parking areas are located at the front of the building (northwest) with the driveway extending around the building providing access to loading areas to the north and the storage dome and silos along the east side of the building.

Building Elevations

The proposed building elevations are shown on Attachment #4. The proposed building is a single storey rectangular industrial building with a height of approximately 11.3 metres. The entrance to the building is located on the west elevation and is comprised of a glazed curtain wall structure, with the remainder of the building consisting of white prefinished metal panels, that are periodically accented with glass panel inserts. Five prefabricated metal silos, white in colour, are proposed at the east end of the building which rise to a height of 23.73 metres. Further east is a prefabricated metal storage shed covered with brown asphalt shingles which rises to a height of approximately 23.96 metres.

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Landscaping

Dongara has submitted a landscaping plan (Attachment #3) and proposes to plant a variety of deciduous and coniferous trees around the perimeter of the property. The Development Planning Department has reviewed the Landscape Plan and notes that a number of the species proposed are not to be used in an Asian Longhorn Beetle regulated area, and has requested Dongara to update the planting schedule.

Along the south edge of the property line, a dense mature tree planting scheme is required to increase the screening of the building from Highway #407. The planting should have an array of mature coniferous and deciduous trees. The City will be working with Dongara to acquire the provision of additional landscaping along the south elevation on MTO lands.

Compatibility

Applications to amend the Official Plan and Zoning By-law to permit the subject lands for the operation of a waste recycling facility and for the production of fuel pellets with no outside storage is supportable. The subject lands are surrounded by industrial uses to the east and the Highway #407 off-ramp to the south, and south of Highway #407 with industrial uses. To the north is a Hydro One transformer station and hydro corridor, and further north there are employment uses. The lands to the west across Regional Road 27 are to be developed with a 7 storey and 8 storey office buildings and a 9 storey hotel. Further west is the Queen of Heaven cemetery. Accordingly, the location of the facility is appropriate in the context of the surrounding land uses. The surrounding area is primarily devoted to employment uses.

The proposed facility is to be within a wholly enclosed building with no outside storage permitted, and does not directly abut Regional Road 27 or the Highway #407 off-ramp. The City of Vaughan's Employment Area Plan (OPA #450) is to be amended to redesignate the subject lands to "Prestige Area" designation with site specific policies to permit the proposed waste recycling and processing facility and pellet manufacturing plant. Although, the "Prestige Area" designation does not permit waste recycling facilities to be located within the Prestige Area designation, the Development Planning Department can support the redesignation given the location and surrounding context of the facility, and that the proposal is contained within a wholly enclosed building with no outside storage.

The proposed facility conforms with the Region of York Official Plan, which designates the site as an "Urban Area". There are no significant features, forest resources, or regional greenlands system on or within the vicinity of the site.

The proposed Official Plan Amendment will be site specific to permit the waste recycling and processing facility and the production of fuel pellets within a "Prestige Area" designation. The amendment will contain policies restricting the use within a wholly enclosed building, with no outside storage and will contain policies that all necessary approvals required from the Ministry of Environment and Energy (ie. Certificate of Approval) be obtained prior to the execution of a site plan agreement. Prior to Council adopting the implementing Official Plan and Zoning By-law Amendments, the site must be deleted from the Parkway Belt West Plan by the Ministry of Municipal Affairs and Housing.

The implementing zoning by-law will permit the uses on site on the basis of an approved site plan, with no outside storage, and will provide the necessary exceptions to facilitate the development proposal.

Relationship to Vaughan Vision 2007

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

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Conclusion

The Development Planning Department has reviewed the proposed application to amend the existing Official Plan designation from “Public Open Space and Buffer Area” and “Road” within the “Public Use Area” of the Parkway Belt West Plan to “Prestige Area” with site-specific provisions under OPA #450 (Employment Area Plan); and to rezone the property from PB1S Parkway Belt Linear Facilities Zone to EM1 Prestige Employment Area Zone under By-law 1-88, to permit a waste recycling and processing facility, which also produces fuel pellets, in light of Regional and City Official Plan policies, the requirements of By-law 1-88, and the area land uses context. The proposal to redesignate and rezone the subject lands, and for Site Development approval, to permit the waste recycling and processing facility, which also produces fuel pellets, and with no outside storage, is supportable.

The subject lands are currently owned by the Ontario Realty Corporation and will be purchased by the City, upon the lands being removed from the Provincial Parkway Belt West Plan. The City will then in turn be leasing these lands to Dongara Pellet Factory to undertake the proposed development. The Dongara facility will address the needs of York Region on managing approximately 70,000 to 100,000 tonnes per year of municipal solid waste, which will be diverted from shipment to Michigan licensed disposal sites. At the Dongara facility, municipal solid waste will be sorted to either be used in the manufacture of an alternative fuel pellet or sold as recyclable products, with the remaining minor amount of materials sent to landfill, which will benefit the environment.

Attachments

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

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 69, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.06.030
589915 ONTARIO LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.030 (589915 Ontario Limited) BE APPROVED, to amend By-law 1-88, specifically to:
 - a) rezone the lands shown on Attachment #2 from RV2 (WS) Residential Urban Village Zone Two (Wide and Shallow Lot) to RVM1 (WS-B) Residential Urban Multiple Zone One (Wide and Shallow Lot) to facilitate the development of 16 semi-detached lots;
 - b) adjust the existing zone boundaries on the lands shown on Attachment #3 to reflect an approved revision to the lotting pattern;
 - c) adjust the existing zone boundaries on the lands shown on Attachment #4 to reflect proposed revisions to the lotting pattern;
 - d) permit a maximum building height of 11m on the lands shown on Attachments #3 and #4, whereas By-law 1-88 currently permits a maximum building height of 9.5m; and
 - e) permit a garage to project more than 4.5m from the front wall of the main building, yet within the minimum setback requirements of the respective zone categories to facilitate a garage in the front yard, on the lands shown on Attachments #3 and #4, whereas By-law 1-88 currently permits a maximum garage projection of 4.5m.

Economic Impact

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

Purpose

The Owner has submitted a Zoning By-law Amendment Application to amend By-law 1-88, on the subject lands shown on Attachment #1, specifically to:

- a) rezone the lands shown on Attachment #2 from RV2 (WS) Residential Urban Village Zone Two (Wide and Shallow Lot) to RVM1 (WS-B) Residential Urban Multiple Zone One (Wide and Shallow Lot) to facilitate the development of 16 semi-detached lots;
- b) adjust the existing zone boundaries on the lands shown on Attachment #3 to reflect an approved revision to the lotting pattern;
- c) adjust the existing zone boundaries on the lands shown on Attachment #4 to reflect proposed revisions to the lotting pattern;

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- d) permit a maximum building height of 11m on the lands shown on Attachments #3 and #4, whereas By-law 1-88 currently permits a maximum building height of 9.5m; and
- e) permit a garage to project more than 4.5m from the front wall of the main building, on the lands shown on Attachments #3 and #4, to facilitate a garage in the front yard, whereas By-law 1-88 currently permits a maximum garage projection of 4.5m.

Background - Analysis and Options

The subject lands as shown on Attachment #1 are located on the east side of Pine Valley Drive, north of Rutherford Road, within approved Draft Plan of Subdivision 19T-89024 (Vellore Village Estates), in Part of Lots 18 and 19, Concession 6, City of Vaughan. The Vellore Village Estates Subdivision 19T-89024 was approved by the Ontario Municipal Board on February 28, 1998.

The surrounding land uses are:

- North - open space and woodlot (OS1 Open Space Conservation Zone and OS4 Open Space Woodlot Zone)
- South - open space and woodlot (OS1 Open Space Conservation Zone and OS4 Open Space Woodlot Zone)
- East - future and existing residential, Via Campanile, proposed school and park (RV2 (WS) Residential Urban Village Zone Two, RVM1 (A) Residential Urban Village Multiple Zone One, RV3 (WS) Residential Urban Village Zone Three and OS2 Open Space Park Zone)
- West - Pine Valley Drive, woodlot, stormwater management pond (OS1 Open Space Conservation Zone and OS4 Open Space Woodlot Zone)

Public Hearing

On April 21, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of May 15, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on May 22, 2006.

Official Plan

The subject lands are designated "Low Density Residential" by OPA #600, and permits detached and semi-detached dwellings. The proposed rezoning conforms to the Official Plan.

Zoning

The subject lands are zoned RV2 Residential Urban Village Zone Two, RV2 (WS) Residential Urban Village Zone Two (Wide and Shallow Lot), RV3 Residential Urban Village Zone Three, and OS1 Open Space Conservation Zone by By-law 1-88, subject to Exception 9(1024).

Planning Considerations

- i) **Rezoning to Facilitate the Creation of 16 Semi-detached Lots**

The Owner has requested that the eight lots shown on Attachment #2 and currently zoned to permit single detached dwellings be rezoned to facilitate 16 semi-detached lots. In order to implement the proposed zoning change as shown on Attachment #2, a by-law amendment is

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required to rezone the lands shown on Attachment #2 from RV2 (WS) Residential Urban Village Zone Two (Wide and Shallow Lot) to RVM1 (WS-B) Residential Urban Village Multiple Zone One (Wide and Shallow Lot) in accordance with the standard requirements of Schedule "A1" of By-law 1-88.

The proposed rezoning of the lands shown on Attachment #2 will facilitate development that is consistent and compatible with the surrounding area and the approved Block 39 Plan, and will not create any negative land use impacts.

ii) Adjustment in Existing Zone Boundaries for an Approved Lotting Revision

The Owner is proposing an adjustment to the existing zone boundaries on the lands shown on Attachment #3 to align with the approved revisions to the lotting pattern. The lotting pattern for the area was approved for slightly larger lot frontages after the zoning by-law was enacted, and the draft plan of subdivision was subsequently registered. The changes to the zone boundary reflect an approved revision to the lotting plan, and therefore Development Planning Department considers the change to be appropriate.

iii) Adjustment of Zone Boundary for a Proposed Lotting Pattern

An adjustment to the zone boundaries on the lands shown on Attachment #4 is being proposed to align with a proposed revision to the lotting pattern. The Owner is proposing slightly larger lot frontages within this area, thereby creating an inconsistency between the proposed lotting and original zone boundaries. A revision to the zone boundaries is required to make it consistent with the proposing lotting pattern for this area. The Development Planning Department can support this minor revision to the zone boundaries to reflect the proposed lotting pattern for the lands shown on Attachment #4, which is also considered to be appropriate, as there will be no negative impacts to the surrounding land uses. The revised lotting pattern will be reflected on the final subdivision plan for registration.

iv) Maximum Building Height

A maximum building height of 11m is proposed for the lands shown on Attachments #3 and #4, whereas By-law 1-88 permits a maximum building height of 9.5m. Most of the lots on Attachments #3 and #4 have minimum lot frontages of 18m and may accommodate larger building forms, which often incorporate higher rooflines. Many existing residential zone categories within Block 39 permit an 11m building height as-of-right, and therefore the proposed 11m building height for the lands shown on Attachments #3 and #4 is consistent with other zoning permissions and building forms permitted in the area. Accordingly, the Development Planning Department can support an 11m building height for the lands shown on Attachments #3 and #4.

v) Garage Projection

The Owner is proposing a zoning amendment to permit a garage to project more than 4.5m from the front wall of the main building, on the subject lands shown on Attachments #3 and #4, to facilitate a garage in the front yard, whereas By-law 1-88 currently permits a maximum garage projection of 4.5m. This amendment is required in order to accommodate larger building forms that have either a separate garage in the front yard, or the front of the garage is turned 90 degrees to the house to face the side lot line (typically a 3 car garage). The existing rear, front and interior/exterior side yard setback requirements for the respective zone categories would still be maintained, therefore there will be no negative impacts on adjacent lots. The Development Planning Department considers a greater garage projection in this instance to be acceptable.

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Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity for the subject lands as part of the approval for Draft Plan of Subdivision 19T-89024 (Phase 7/8) on November 14, 2005. There is no net change to the allocation of servicing capacity, as a result of this application.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the Zoning By-law Amendment Application to rezone certain lands to facilitate semi-detached lots, adjust zone boundaries to reflect amended lotting patterns, and to permit an increased building height and garage projection. The proposed amendments are considered to be appropriate and minor in nature, and will result in development that is compatible with the existing and proposed surrounding land uses. For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location Map
2. Proposed Rezoning from RV2 (WS) to RVM1 (WS-B)
3. Proposed Adjustment to Zoning Boundary
4. Proposed Adjustment to Zoning Boundary

Report prepared by:

Carmela Marrelli, Planner, ext. 8791
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 70, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.06.044
SITE DEVELOPMENT FILE DA.06.010
BAIF DEVELOPMENTS LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved, subject to deleting, in its entirety, Clause 1 and replacing it with the following, in accordance with the memorandum from the Director of Development Planning, dated June 12, 2006:

“THAT Zoning By-law amendment File Z.06.044 (Baif Developments Limited) BE APPROVED, to remove the Holding Symbol “H” on the subject lands shown on Attachment #1, to permit a multi-building commercial development, as shown on Attachment # 2.”; and

- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.044 (Baif Developments Limited) BE APPROVED, to remove the Holding Symbol “H” on the subject lands shown on Attachment #1, to permit a multi-building commercial development, as shown on Attachment #2.
 - a) that the subject lands shown on Attachment #1 be rezoned from RA2 Apartment Residential Zone to RA2(H) Apartment Residential Zone with the Holding Symbol “H”; with Residential Zone
2. THAT Site Development File DA.06.010 (Baif Developments Limited) BE APPROVED, to permit a multi-building commercial development shown on Attachment #2, subject to the following conditions:
 - a) that prior to the execution of a site plan agreement:
 - i) the final site plan, landscape plan and building elevations, shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site grading and servicing plan, storm water management report, access and on site circulation, shall be approved to the satisfaction of the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) the Owner shall satisfy all requirements of the Region of York, Transportation and Works Department;
 - v) the Owner shall satisfy the requirements of the Toronto Region Conservation Authority;

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- vi) the Engineering Department shall have reviewed and approved a noise study, prepared by a qualified acoustical engineer;
- vii) the required variances shall be approved by the Committee of Adjustment, and shall be final and binding; and
- b) that the site plan agreement contain the following provision:
 - i) the Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with the Planning Act, and the City's Cash-in-Lieu Policy. The Owner shall submit an appraisal of the subject lands, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of cash-in-lieu payment.

Economic Impact

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

Purpose

The Owner has submitted the following applications:

1. A Zoning By-law Amendment Application to remove the Holding "H" provision on the subject lands shown on Attachment #1, and currently zoned C4(H) Neighbourhood Commercial Zone by By-law 1-88. The Holding provision can be removed upon Council's approval of the Site Plan Application.
2. A Site Development Application on the subject lands shown on Attachment #1, to permit the construction of a 4,761m² commercial plaza development consisting of 3 one-storey multi-unit buildings on a 1.869 ha site, as shown on Attachment #2. The proposed development will include a Shoppers Drug Mart, Blockbuster Video, Starbucks with a 46.45m outdoor patio, and retail store/office uses.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the southwest corner of Bathurst Street and New Westminster Drive (8000 Bathurst Street), in Part of Lot 7, Concession 2, City of Vaughan. The site has 131.48m frontage on Bathurst Street, and 141.46m flankage along New Westminster Drive. The site is currently vacant. The surrounding land uses are as follows:

- North - New Westminster Drive; high school (OS2 Open Space Park Zone)
- South - vacant, future high rise residential (RA3(H) Apartment Residential Zone with Holding Symbol)
- East - Bathurst Street; existing residential (R4 Residential Zone)
- West - existing townhouses (RM1 Multiple Residential Zone)

Official Plan

The subject lands are designated "Neighbourhood Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), which provides commercial opportunities for uses which serve the needs of the surrounding neighbourhood. Permitted uses include retail stores, business and professional offices and personal service shops. The commercial buildings proposed by this application conform to the Official Plan.

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Zoning

The subject lands are zoned C4(H) Neighbourhood Commercial Zone with a Holding provision by By-law 1-88, subject to Exception 9(1034). The removal of the Holding provision is subject to Council's approval of a site plan application. The Development Planning Department is satisfied with the site plan shown on Attachment #2, and can recommend approval of the Zoning By-law Amendment application (File Z.06.044) to remove the Holding "H" Symbol on the subject lands shown on Attachment #1.

However, the proposed site plan layout does not meet all of the C4 Neighbourhood Commercial Zone provisions of By-law 1-88. The applicant has filed an application for Minor Variance with the Committee of Adjustment (File A074/06) for the required variances to the C4 Zone standards as follows:

- reduction in the minimum required parking from 289 spaces to 259 spaces (30 space deficiency or 8.96%);
- reduction in the minimum required setback for a commercial building from an "R" Residential Zone from 22.5m to 3m to the south property line, and 8m to the west property line;
- reduction in the minimum required front yard setback (east) from 11m to 6m;
- reduction in the minimum required rear yard setback (west) from 15m to 8m
- reduction in the minimum required interior sideyard setback (south) from 11m to 3m;
- reduction in the minimum required exterior side yard setback (north) from 11m to 6m;
- reduction in the minimum required landscape strip width along a street from 6m to 4.98m along New Westminster Drive and from 6m to 5m along Bathurst Street.

The Development Planning Department has no objections to the proposed variances, which will facilitate the 3 multi-unit commercial buildings close to the street line, and facilitate development that is compatible with the existing development in the surrounding area, and will enhance the range of uses to better serve the community. Should Council approve the site plan application, the Owner will be required to proceed with their Variance application and obtain approval for the above-noted variances from the Committee of Adjustment, which shall be final and binding, prior to the registration of the implementing site plan agreement.

Site Design

The site plan is shown on Attachment #2, and proposes a campus-style development consisting of 3 multi-unit commercial buildings located close to the north, south and west property lines, with the majority of the parking provided in the centre of the site. The location of the proposed commercial buildings are in context with the existing commercial development at the northeast corner of the intersection of Bathurst Street and New Westminster/Atkinson. The subject lands will have access by way of a right-in/right-out access on Bathurst Street, and a full movement access on New Westminster Drive.

The site plan also proposes an outdoor patio on the east side of Building "C", which will be accessory to the proposed Starbucks. The loading areas for the respective buildings will be screened from the adjacent street and residential area, and the garbage storage is internal to the buildings.

The final site plan will be approved to the satisfaction of the development Planning Department.

Parking

The site plan proposes a total of 259 parking spaces, whereas 289 spaces are required by By-law 1-88, based on the "shopping centre" standard of 6 spaces/100m² GFA, as follows:

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4,761m ² building GFA x 6 spaces/100m ² =	286 spaces
46m ² patio area x 6 spaces/100m ² =	<u>3 spaces</u>
	289 spaces

The proposed development will result in a parking deficiency of 30 spaces (10.3%). The Engineering Department has reviewed a parking study and has advised that the parking supply is acceptable.

Landscaping

The landscaping plan is shown on Attachment #3. Enhanced planting consisting of mature coniferous trees will be provided in the 8.0m wide landscape strip at the rear of the plaza to screen the adjacent residential uses from the proposed commercial buildings. An enhanced landscape treatment is also being provided along the Bathurst Street and New Westminster Drive frontages to screen the parking area from street view. Planting is also proposed along the south property line, and in the landscaped islands located within the parking area.

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

Building Elevations

The proposed building elevations are shown on Attachments #4, #5 and #6. The proposed building materials include pre-finished panels in varying colours. Building “C” is being finished in a combination of brick masonry and prefinished panels. All of the buildings are finished in similar and complimentary building materials.

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 of York Transportation and works Department has provided comments indicating that the Bathurst Street access will be restricted to right-in, right-out movements only. The Region also advised that it is protecting for a 45m right-of-way along this section of Bathurst Street. The setback to the Regional right-of-way will be measured 22.5m from the centreline of Bathurst Street, and the right-of-way is to be conveyed to the Region free of costs and encumbrances. The Region has no objections to the development concept in principle, provided that the Owner acknowledges that the proposed Bathurst Street access shall be restricted to right-in and right-out movements only. The applicant must address the requirements of the Region of York, prior to final approval of the site plan.

Services

The Owner has submitted a site grading and servicing plan and a stormwater management report, which must be approved to the satisfaction of the Engineering Department, and the Region of York Transportation and Works Department.

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

Toronto and Region Conservation Authority (TRCA)

The TRCA has advised the proposed development does not meet the TRCA stormwater management criteria and has requested the applicant revise the site plan to address stormwater management and sediment control concerns. The Owner will be required to satisfy the requirements of the TRCA, prior to the execution of the implementing site plan agreement.

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Parkland Dedication

The Owner will be required to pay to the City, 2% cash-in-lieu of parkland dedication, prior to the issuance of a Building Permit, in accordance with the Planning Act, to the satisfaction of the Legal Department, Real Estate Division.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Site Development Application in accordance with the policies of the Official Plan, the requirements of the Zoning By-law, and the area context, and satisfied that the proposed commercial plaza development 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 can recommend approval of the Site Development Application.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building "A" Elevations
5. Building "B" Elevations
6. Building "C" Elevations

Report prepared by:

Laura Janotta, Planner, ext. 8634
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Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 71, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**OFFICIAL PLAN AMENDMENT FILE OP.04.017
BOCA EAST INVESTMENTS LTD.
REPORT P.2005.32**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment Application, File OP.04.017 (Boca East Investments Ltd.), BE APPROVED as follows:
 - a) That the implementing Official Plan Amendment:
 - i) amend Schedules "A", "E", "F", "G1", "G2", "G3" and "H", in OPA No. 600 to remove the subject lands from the "Rural Use Area" designation and related policies of OPA No. 600, and; add and redesignate the subject lands as "Prestige Area", "Employment Area General" and "Valley Lands" to OPA No. 450 by amending Schedules "1", "2", "2A", "3" and "7" contained therein;
 - ii) include Heritage Conservation policies that recognize the importance of natural heritage features and the existing heritage buildings (8700 and 8934 Huntington Road) ensuring their preservation and use in the context of an employment area;
 - iii) include Transportation policies that:
 - recognize planned road widenings of the arterial boundary roads (eg. Regional Road 50) that may require conveyance of land for such purposes in accordance with the Planning Act;
 - require the provision for a mid-block collector road connecting Langstaff Road and Rutherford Road;
 - require additional traffic analysis / justification studies upon any request to delete or modify the planned secondary road network (local roads) within Block 64 at the plan of subdivision and/or site development stage;
 - iv) include a policy requiring Council's approval of Urban Design Guidelines and a Streetscape/Landscape Master Plan;
 - v) include a policy requiring the middle east-west collector road and associated services within the subject lands to be located in a manner that provides an equal opportunity for all landowners that are adjacent to the collector road to proceed with development.
 - vi) include policies related to the future Highway 427 North Extension that:

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- require development applications be circulated in a timely manner to the Ministry of Transportation and the City of Brampton for comment until such time as the Environmental Assessment (E.A.) process is complete or the E.A. determines that lands subject to development applications within Block 64 will not be required for the Highway 427 North Extension corridor and/or associated interchanges and accesses;
- require the use of a “Holding” provision for the zoning of any lands within Block 64 for development applications that the City of Vaughan supports, whereby the Ministry of Transportation and the City of Brampton have determined the need to protect the future highway corridor and/or associated interchanges and accesses;
- stipulate that the removal of such “Holding” provisions will not occur until such time as the E.A. for the Highway 427 extension is complete or has determined that lands subject to the “Holding” provision are not required for the highway and/or associated interchanges and accesses;
- stipulate that where there is no request from the Ministry of Transportation and the City of Brampton to protect a given parcel of land within Block 64 for a future highway extension and any associated interchange, a “Holding” provision on the zoning of lands within Block 64 will not be required for such purpose;
- stipulate that the City of Vaughan shall consult with the Ministry of Transportation and may consult the City of Brampton, regarding the status and/or findings of the E.A. for the Highway 427 Extension.”

Economic Impact

The development of the subject lands at the build out stage will generate a significant tax base for the City and provide employment opportunities. The fees associated with building permits and development charges for the lands will be significant.

Purpose

An application to amend the Official Plan has been submitted by one of the Owners (Boca East Investments Ltd.) within the subject lands (Block 64) to permit employment uses. The Owner proposes to redesignate the subject lands (currently designated “Rural Use Area” and “Employment Secondary Plan Study Area” under OPA No. 600) to “Prestige Area”, “Employment Area General” and “Valley Lands” under OPA No. 450 – Employment Area Growth and Management Plan.

Background – Analysis and Options

Background/Application Process

The Applicant (Boca Investments Limited) submitted an application to amend the Official Plan for the entire Block 64 on July 30, 2004, which was circulated by Staff to relevant departments and agencies for review and comment. Subsequent submissions of supporting studies were also circulated.

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On May 12, 2005 a Notice of Public Hearing was published in the Vaughan Citizen. A Public Hearing was held on June 8, 2005. The recommendation of the Committee of the Whole on June 8, 2005, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on June 15, 2005.

The applicant's agent provided a deputation at the Public Hearing. No one else spoke either in favour or against the proposal. Staff has received inquiries from other (non-participating) landowners within Block 64 with respect to timing and procedural matters regarding the application process, and questions related to participation in the process. In addition to associated staff meetings, a series of meetings between Staff and the Applicant have occurred on a regular basis with respect to the various issues related to the proposal. The Applicant has also submitted a Block Plan application (File: BL.64.2005).

This application was presented at the December 5, 2005 Committee of the Whole meeting (Report 68, Item 25). Based on comments received from the City of Brampton (December 5, 2005) with respect to protecting lands for the Highway 427 North Extension Corridor, Council resolved that the application be referred to staff for a further report addressing the issues identified.

Planning staff have since met with officials at both the City of Brampton and the Ministry of Transportation and have reached a mutual agreement respecting the policy framework for protecting lands as determined necessary within Block 64 for the future Highway 427 North Extension Corridor. Details in this regard are included in the "Highway 427 Extension" and "Recommendation" sections of this report.

This report represents a revised version of the December 5, 2005 staff report to the Committee of the Whole (Report 68, Item 25) that includes further comments on the Highway 427 North Extension and corresponding recommendations.

Location

The subject lands, also known as "Block 64", comprise an area of approximately 175 ha (430 acres) and is bounded by Langstaff Road, Rutherford Road, Huntington Road and Regional Road 50, in Lots 11 to 16, Concession 10, City of Vaughan (Attachment #1). Block 64 forms part of the lands known collectively, as the "Vaughan Enterprise Zone".

Existing Conditions

Block 64 consists of 15 parcels of land with lot areas ranging from approximately 4 ha to 109 ha. Access to each parcel of land is achieved by individual driveways connecting to the adjacent arterial road. Some properties have multiple access points.

The current land uses within Block 64 include a golf course, service station, agricultural use (vacant, crop lands), single family dwellings (including two Heritage dwellings), and a school (training centre).

The topography of the land is generally flat, with the exception of the valleylands associated with the West Rainbow Creek, which is a tributary of the Humber River. There is a woodlot located in the north-central part of the Block.

The subject lands are currently serviced by on-site water and sewage disposal systems.

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The surrounding lands uses are:

- North - Rutherford Road, Sears Distribution Warehouse/CP Intermodal Lands (EM1 Prestige Employment Area/A Agricultural Zone)
- South - Langstaff Road/vacant (zoned A Agricultural Zone)
- East - Huntington Road/vacant (zoned A Agricultural Zone)
- West - vacant/City of Brampton – conditionally approved Sub-Area 1 Block Plan in the Bram East Secondary Plan, including residential, commercial, and industrial

Overview of Proposal

Proposed Land Use

The application to amend the Official Plan proposes to redesignate the subject lands (currently designated “Rural Use Area” and “Employment Secondary Plan Study Area” under OPA No. 600) to “Prestige Area”, “Employment Area General” and “Valley Lands” under OPA No. 450. Within the Prestige Area designation, a Service Node and Retail Warehousing is proposed at the northwest corner of the of the subject lands, as shown on Attachment #2. The areas devoted to each designation and use are as follows:

Proposed Designation/Use	Approximate Area
Prestige Area	50 ha
Employment Area General	80 ha
Service Node	3.4 ha
Retail Warehousing	9.1 ha
Valleylands	14.7 ha
Stormwater Management	10.2 ha
Roads	7.6 ha
Total Area:	175 ha

The “Prestige Area” designation is proposed along the exterior of the subject lands adjacent to the arterial roads, while the “Employment Area General” designation is assigned internal to the block. The “Valley Lands” designation applies to the West Rainbow Creek that traverses the subject lands. These lands also encompass the storm water management facilities associated with the development of the employment area.

In addition to the employment area designations, the Applicant proposes a Service Node and a Retail Warehousing site. The Service Node corresponds to the existing gas station property located at the northwest corner of the subject lands, at the intersection of Rutherford Road and Regional Road 50. The Retail Warehouse site is located immediately south, adjacent to Regional Road 50. The Applicant submitted a market study in support of the proposed commercial-related uses for this area.

Transportation/Roads

The proposed transportation network for the subject lands consists of one north-south and two east-west roads that will function as the primary collector roads within the employment block. These roads will be complimented by a series of secondary local roads and/or a series of private accesses to large development parcels within the subject lands. The Applicant submitted a traffic study in support of the proposal. Comments received on the traffic study that are relevant to this application as well as the proposed Highway No. 427 extension are provided in this report.

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Servicing

There are currently no municipal water and sanitary services available within the subject lands. Full municipal services are proposed by the Applicant in accordance with the Master Environmental Servicing Plan (MESP). The MESP also recognizes the valley lands associated with the West Rainbow Creek and includes a comprehensive storm water management plan. The comments received on the MESP that are relevant to this application are identified in this report.

Planning Analysis / Technical Review

Legislative Context

The planning documents that have been reviewed and considered when processing this application include the Provincial Policy Statement, the Region of York Official Plan and City of Vaughan Official Plans No. 600 and 450. The following provides an analysis of these documents in relation to the proposal.

Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides direction to municipalities on land use decisions. Such decisions “shall be consistent with” the PPS. The relevant sections are as follows:

Section 1.3 “Employment Areas”, outlines the goals related to economic development and provision of lands for employment uses. The proposal addresses these goals by establishing land use designations that provide a wide variety of employment uses, and ensures that an adequate transportation and servicing plan is provided.

Section 1.6 provides guidance with respect to the servicing of lands and goals associated with transportation networks. The proposed MESP establishes the basis for providing services for the development of the subject lands. With respect to transportation, the provision of continuous collector roads within the development block is consistent with existing employment areas in Vaughan. The Applicant has submitted a traffic study that provides analysis of transportation matters affecting the subject lands and surrounding area, which has been reviewed by the relevant authorities, including the Region of Peel, York Region and City of Vaughan. Additional information and further refinements will be required as part of the ongoing planning process, including the Block Plan and plans of subdivision. The planned road network within the block will allow for development to occur in a manner consistent with Sections 1.6.5 and 1.6.6 of the PPS.

The West Rainbow Creek, a tributary of the Humber River, traverses the subject lands. Section 2 of the PPS is intended to ensure that natural heritage is preserved, protected and enhanced when development is taking place. Subject to the ongoing review of the Toronto Region Conservation Authority and City Staff, the proposal will be consistent with the policies in the section of the PPS, and implemented by the required Block Plan, plan of subdivision, zoning and site plan approval process.

From a land use standpoint, the proposal appears consistent with the intent of the Provincial Policy Statement.

Region of York Official Plan Amendment 19 (ROPA 19)

The Region of York Official Plan 19 (ROPA 19) was approved by the Ontario Municipal Board on October 22, 2001. The intent of ROPA 19 was to expand the “Urban Area” within the City of Vaughan to enable the City to meet its employment land needs to the year 2026. The subject lands represents approximately 15% of the 1000 ha included in ROPA 19. The proposed

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amendment to the City's Official Plan will add approximately 175 ha of employment lands within OPA No. 450, the City's Employment Area Plan, and is therefore in keeping with the intent of ROPA 19.

The proposal implements and conforms to the general intent of ROPA 19.

City of Vaughan OPA No. 600

The subject lands are designated "Rural Use Area" and form part of the "Employment Secondary Plan Study Area" under OPA No. 600, in anticipation of their future incorporation as employment lands within OPA No. 450 (Employment Area Plan), as shown on Attachment #4. This "Study Area", now designated as "Urban Area" for employment use by ROPA 19, is expected to accommodate much of the City's long-term employment land demand.

Section 4.2.3 of OPA No. 600 requires a number of transportation related matters to be addressed prior to the adoption of a Secondary Plan within the ROPA 19 area, as follows:

- i) The necessary transportation studies shall be completed to identify the transportation infrastructure within and beyond the secondary plan area necessary to serve the proposed land uses;
- ii) The Highway 427 alignment shall have been determined by an Environmental Assessment (EA) or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, a secondary planning process may be commenced prior to the finalization of the EA or determination of the preferred alignment for the Highway 427 extension, provided that any secondary plan, adopted as a result of this process, identifies and protects all feasible potential alignments;
- iii) Appropriate phasing mechanisms shall be identified to ensure the orderly provision of transportation infrastructure including the construction of the Highway 427 extension, as needed to serve the land uses within and beyond the secondary plan area including previously approved urban expansion areas; and
- iv) The City of Vaughan in the preparation of the transportation studies shall seek the input of the Region of York, the Region of Peel, the City of Brampton and the Town of Caledon. The City will ensure that cross boundary concerns over the provision of transportation infrastructure will be addressed in the study and the results reflected in the implementing secondary plan.

The Applicant submitted a traffic study prepared by URS Consultants (August 2004), and an addendum traffic report included in the MESP document, that responds to the initial comments received from Peel Region, City of Brampton and the Region of York. The Applicant also submitted a Block Plan report prepared by KLM Planning Partners Inc., which identifies the above policies and how they have been addressed.

On November 1, 2005, the Ministry of Environment approved the Ministry of Transportation's Terms of Reference for an Environmental Assessment for the future Highway 427 extension north of Regional Road 7. Notwithstanding that all opportunities for an alignment will be examined, proceeding with the redesignation of the subject lands for future development with appropriate transportation policies would not appear to prejudice the alignment options of the future highway given the existing and planned development in the immediate area. This includes maintaining the existing CP Intermodal Yard and associated employment uses to the north, Huntington Road which functions as an important north-south arterial road, and conditionally approved planned development to the west within the City of Brampton.

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Staff have reviewed the MESP, which includes the Transportation Study. The proposed development and infrastructure generally comply with the intent of the requirements of OPA No. 600. Specific comments related to the transportation network are presented in greater detail under the Transportation/Roads section of this report.

City of Vaughan OPA No. 450 (Employment Area Growth and Management Plan)

OPA No. 450 establishes the major structural elements and their role within the Employment Area shown on Attachment #5. The Applicant proposes to add the subject lands to OPA No. 450 by redesignating the lands to “Prestige Area”, “Employment Area General” and “Valley Lands”.

Prestige Areas

The “Prestige Area” designation is proposed along the perimeter of the subject lands abutting the arterial roads. Access will be achieved via direct access to the arterial roads and from the proposed internal road network. Prestige Areas under OPA No. 450 are characterized by their high visual profile and their accessibility. Uses permitted within the “Prestige Area” designation include a wide range of industrial office, business and civic uses. The zoning category that would implement this designation is an EM1 Prestige Employment Area Zone under Comprehensive Zoning By-law 1-88.

Employment Area General

The “Employment Area General” designation is proposed within the interior of the subject lands and access to the properties will be gained from the internal road network. In addition to the uses permitted in the Prestige Area, the Employment Area General designation permits outside storage and uses which would be undertaken outdoors. These uses would include a full range of processing, warehousing and storage operations, and transportation and distribution facilities. The implementing zone category is an EM2 General Employment Area Zone under By-law 1-88.

Service Nodes

Service Nodes are intended to provide for the day to day needs of businesses, industries and their employees. Generally, they are located at prominent sites in employment areas such as intersections of arterial roads and the intersections of arterial and collector roads. The implementing zoning category is a C7 Service Commercial Zone under By-law 1-88. The proposed service node corresponds with the existing gas station property located at the intersection of Rutherford Road and Regional Road 50. OPA No. 450 states that service nodes shall be approximately 1.2 ha but may exceed this area if the site is developed in conjunction with a predominant use such as an office complex, hotel or retail warehousing. The proposed service node has an area of 3.4 ha. The gas station property is currently zoned C7 Service Commercial Zone under By-law 1-88, subject to Exception 1129. Given its existing C7 Zone, the gas station property is deemed to conform to the Service Node policies of OPA No. 450.

Retail Warehousing

The Applicant proposes retail warehousing within a large block located immediately south of the Service Node adjacent to Regional Road 50. OPA No. 450 indicates that retail warehousing shall generally be directed to locations characterized by high visibility and accessibility, in comprehensively planned groups or centres. The Official Plan also defines retail warehousing as a business engaged in the retailing and/or wholesaling of goods or products which by nature of its size, market area or sales format, is not readily located in neighbourhood and community oriented shopping centres. The proposed 9 ha site is relatively large and conducive to a comprehensively planned site, and is highly visible and accessible given its location adjacent to Regional Road 50 and the north-south collector road.

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Retail warehousing does not fall within a particular structural class under OPA No. 450. The use is only permitted on the basis of a site specific amendment to the zoning by-law. The implementing zone category is an EM3 Retail Warehouse Employment Area Zone by By-law 1-88. In support of the proposal, the Applicant submitted a market study entitled “Retail Market Opportunity and Impact Analysis – Rutherford Road/Regional 50”, prepared by urbanMetrics. The study includes an evaluation of commercial potential associated with the subject lands in the context of potential impacts to existing and planned sites within the trade area. The City of Brampton reviewed this report and provided comments. They requested updated information and confirmation that the planned retail space in Brampton is not compromised. The Applicant provided an addendum to the market study to address Brampton’s concerns. The Applicant would be required to include the Retail Warehouse Zone category (EM3 Zone) at the implementing zoning stage.

Valley Lands

The “Valley Lands” designation applies to the West Rainbow Creek that traverses the subject lands. These lands also encompass some of the storm water management facilities associated with the development of the employment area. OPA No. 450 contains extensive policies with respect to environment, open space and valley lands, including the requirement for a Master Environmental Servicing Plan. The precise valley and stream corridor will be established through the Block planning process to the satisfaction of the City and TRCA. The Applicant submitted a MESP for review and approval. The limits of the development includes a 10 m buffer beyond the combination of the Regional Floodline, staked top-of-bank, fisheries setbacks, meander belt widths, and the 100 year erosion limit.

The proposed land use designations are consistent with the locational criteria set-out in OPA No. 450, the City’s Employment Area and Growth Management Plan.

Urban Design

Being located on the westerly limits of the City and adjacent to the neighbouring municipality of the City of Brampton/Region of Peel, the subject lands will function as a “gateway” into the City of Vaughan. The image of the City will be reflected in the quality of the design of streetscapes and buildings, particularly within the “Prestige Area” designation adjacent to the highly visible arterial roads. Design consideration will also need to be applied at the interface between development sites and open space and valleylands, ensuring an attractive and appropriate relationship between the two environments. The Applicant submitted Urban Design Guidelines in support of the Block Plan that are intended to identify the design principles that will establish an identity, character and quality for the Block Plan. City staff has reviewed the proposed guidelines and advise that additional work on the document is required. In addition to these guidelines, a detailed Landscape/Streetscape Master Plan will be required.

OPA No. 450 contains a number of urban design policies that are applicable throughout the Employment Area and indicate that supporting documents may be required to support the objectives of the plan. Given the location of Block 64, staff recommends that a policy be included in the Secondary Plan that requires Council’s approval of the Urban Design Guidelines and the associated Landscape/Streetscape Master Plan.

Transportation/Roads

The Applicant proposes one north-south and two east-west roads that will function as the primary collector roads within the employment block, together with a series of secondary local roads and/or private accesses to large development parcels within the subject lands. The adjacent boundary roads fall under various jurisdictions, including the Region of Peel (Regional Road 50), Region of York (Langstaff Road and Rutherford Road) and the City of Vaughan (Huntington Road).

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The Applicant submitted a traffic study prepared by URS Consultants (August 2004), which was circulated to Peel Region, City of Brampton, Town of Caledon, Region of York, and the Vaughan Engineering Department. There are no major transportation issues that would warrant refusing this application. The commenting agencies requested additional information with respect to specific aspects of the study. These include: identifying future road widenings; recognizing public transit and the importance of Regional Road 50 as a shared jurisdictional road. The Applicant provided an addendum report in response to the comments received to date, which will be addressed during the Block Plan approval stage.

The primary transportation issue that has been identified with respect to the development of the subject lands is regarding the Ministry of Transportation and City of Brampton's concern with allowing development to proceed in advance of determining, and possibly jeopardizing, the final alignment of the Highway No. 427 extension. A second transportation related matter involves the required widening of the arterial boundary roads. A third issue involves the proposed internal road network and the potential to alter this network to reflect market, development and property ownership conditions. These issues are discussed in more detail below.

a) Highway No. 427 Extension

Highway No. 427 is planned to be extended north from the Regional Road 7 terminus to a point to be determined through the Environmental Assessment process. The Highway No. 427 Transportation Corridor Environmental Assessment commenced in May, 2006. The Ministry of Transportation (MTO) indicates it may need to protect for a 110 m highway right-of-way and an adjacent 60 m wide transitway corridor on its west side, once a highway is established/approved by the E.A.

Issues identified by the MTO include:

- the potential alignments could fall within Block 64 and approval might limit or preclude such options identification and protection of a corridor for Hwy 427 and potential transit way;
- development should not proceed until the E.A. process is further advanced;
- no access to Rutherford Road should be permitted until the extent and location of a potential interchange at Rutherford Road is determined; and
- concern about future utilities and/or municipal or regional water and sewer crossings of the future Highway.

Staff generally concur with the applicant's findings identified in the Block Plan report which indicate that development of the subject lands will not likely have an impact upon the future extension of Highway No. 427 given the surrounding and planned development and infrastructure, including:

- the CP intermodal yard facility and associated employment uses to the north;
- the existing and planned residential development to the west, including the conditionally approved (Stage 1 approval) Sub-Area 1 Block Plan in the Bram East Secondary Plan, which was approved by the City of Brampton on September 12, 2005; and
- the protection of the surrounding arterial road network and the anticipated improvements to them to accommodate growth, including an expanded role for Huntington Road.

The EA process and further development processes within the subject lands (eg. Block Plans, Zoning, plans of subdivision) will be running in parallel. The City will endeavor to include any determined requirements associated with the highway extension as they become known.

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At the December 5, 2005 meeting of the Committee of Whole, the City of Brampton raised concern with respect to the development of Block 64 potentially prejudicing the routing of the Highway 427 North Extension Corridor. Based on these concerns, Council resolved that the matter be referred to staff for a further report addressing these issues.

Planning staff have since met with officials at both the City of Brampton and the Ministry of Transportation. Through discussions, it was determined that in order to address the concerns of the City of Brampton and MTO, policies needed to be included in the Official Plan Amendment respecting the use of "Holding" provisions pursuant to the Planning Act on the zoning of lands associated with development applications. In order to accomplish this, the City of Vaughan Development Planning Department would be required to circulate all development applications submitted in Block 64 within 15 days upon receipt of such application to the City of Brampton and MTO for review and comment and determination of applying such provision. This procedure would continue until such time as the Environmental Assessment for the future highway corridor is complete or has determined that a Holding provision is not required. It is anticipated that some development can proceed within Block 64 provided sufficient progress has been made through the Environmental Assessment process for the Highway extension corridor. The details and direction to include these policies are identified in the "Recommendation" section of this report and have been included in the draft Official Plan Amendment (OPA #631).

b) Arterial Boundary Roads

Regional Road 50 is a shared jurisdiction road between the Region's of Peel and York Region, but is managed by Peel Region. The design and location of proposed access points and intersections onto Regional Road 50 will ultimately require approval from the Region of Peel. Due to the importance of Regional Road 50, it is suggested that the location of roads and access points be identified as early as possible in the planning process. Due to the development planned on the westerly side of Regional Road 50, there should be a concerted effort to align all intersections and or major access points in a manner that promotes safe access and provides opportunity to signalize intersections as required. The final approval of intersections and major access points along Regional Road 50 is the responsibility of Peel Region.

Regional Road 50 has been identified for widening from five to seven lanes, and the Environmental Assessment has been completed. Any lands required for this widening should be conveyed to the appropriate agency. The Region of York advises Langstaff Road has been identified for widening from two to four lanes and a jog elimination at Huntington Road. Rutherford Road was recently widened from two to four lanes. The Planning Act requires that lands required for road widening be identified in an official plan. Schedules 6 and 7 in OPA No. 450 identifies planned City and Regional roads throughout the employment area. With the exception of Regional Road 50, planned road widenings are shown for Rutherford Road, Huntington Road and Langstaff Road. As a condition of approval, all planned road widenings of arterial boundary roads shall be identified in the Secondary Plan.

c) Internal Road Network

OPA No. 450 provides for a hierarchy of roads. The applicant proposes to construct a north-south collector road and two east-west collectors roads. The supporting Block Plan report identifies a secondary (local) road network and or private access connections from large blocks onto adjacent arterial roads. This approach is proposed by the Applicant to offer some flexibility depending on market conditions and proposed end users. The Applicant has proposed that an incremental traffic analysis approach be utilized to delete roads and or make minor modifications to the proposed secondary road network and access points. Based on comments received from the various agencies, this approach is generally acceptable. As a condition of approval, the Amendment will contain a policy requiring additional traffic impact studies in support of plans of

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subdivision and site development applications for development blocks created within the primary collector road network. Any further refinements or conditions with respect to the road network will be addressed at the Block Plan, plan of subdivision and site plan stages.

While the Region of York has expressed concerns related to traffic levels expected on the north-south road, a road that crosses West Rainbow Creek is required in order to provide a continuous link between Langstaff Road and Rutherford Road. Due to the valley lands associated with the watercourse, the TRCA has provided initial comments. A road crossing of the creek will require the completion and approval of the appropriate studies and the use of appropriate construction techniques. The submission of these reports and related construction details can occur at a later stage of the approval process. As a condition of approval, it is recommended that the Amendment to the Official Plan include a provision requiring a mid-block collector road that connects Langstaff Road and Rutherford Road.

Servicing and Environment

The Applicant submitted a Master Environmental Servicing Plan (MESP), prepared by Schaeffers Consulting Engineers, in support of the proposed Block Plan development. The MESP recognizes the valley lands, comprehensive stormwater management and servicing. An addendum report was submitted in September 2005 to address the detailed comments received from the various agencies, including the Toronto and Region Conservation Authority (TRCA) and Vaughan Engineering Department. The document provides technical analysis associated with natural environment features, groundwater resources, surface water resources, stormwater management and water and wastewater servicing.

Vaughan Engineering advises that local sanitary capacity for development within the subject lands may be accommodated within the proposed sanitary sewers associated with Blocks 57 and 58 to the south. Regional capacity within the sanitary trunk system must be approved by the Region of York. Water distribution is available from local Pressure Districts 5 and 6. Servicing allocation will be subject to confirmation of available capacity by the Region of York.

The TRCA has provided detailed comments with respect to development limits, water budget/groundwater recharge, stormwater management, road crossing of the valley, water and sanitary servicing and natural heritage resources.

OPA No. 450 contains policies with respect to Environment, Open Space and Valley Lands, including the requirement for submission and approval of Block Plans and a MESP. The detailed comments regarding matters such as the proposed road crossing of the valley and extension of services to the subject lands, will be required to be addressed and approved at the Block Plan approval stage and subject to further refinements at the plan(s) of subdivision and site development stage.

Cultural Heritage Preservation

OPA No. 450 contains cultural heritage policies that provide a framework for the identification, conservation and preservation of individual buildings, structures, sites and landscapes.

Vaughan's Cultural Services Department advises that there are two residential buildings located within the subject lands that are listed on the City's "Inventory of Significant Heritage Properties", and as such, are defined as buildings of cultural heritage value. The buildings are located at 8700 Huntington Road (Robert Agar House) and 8934 Huntington Road (James Somerville House). The consulting archaeologists for the Applicant advises that in addition to a Stage 1 Assessment, a Stage 2 Assessment will be undertaken for all areas that will be disturbed by development and construction activities. Cultural Services concurs with this recommendation, which will occur at the latter stages of the planning process.

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The welfare and condition of these heritage buildings and noteworthy natural heritage aspects should be considered when approving any development application for the properties on which they are situated. While the Ontario Heritage Act provides for the protection of these structures, the significance of these heritage aspects their significance should be reiterated in the Amendment to the Official Plan. Further, staff recommends that a policy(s) be included that ensure their preservation and reuse/integration into the development of the employment area.

Other Planning Considerations

In addition to assessing the proposal against the Provincial Policy Statement, ROPA 19 and OPA's 600 and 450, there are items that should be considered as general planning considerations. These items include compatibility with adjacent land uses, promotion of an orderly development pattern, and land ownership.

Compatibility

The proposed employment designations/uses within the subject lands are compatible with the existing and planned land uses in the surrounding area.

The subject lands and surrounding lands to the north, south and east, are located within a designated "Urban Area" by the Region of York Official Plan and a planned Employment Secondary Plan Study Area for purposes of accommodating the City's long-term employment land demand.

Within the immediate area surrounding the subject lands, there is an existing CP Intermodal Yard and associated employment uses (Sears Distribution Warehouse) located on the north side of Rutherford Road. To the south is an approved Block Plan for employment development, known as Blocks 57/58. To the west is Regional Road 50, a relatively important north-south artery which has a planned widening to accommodate seven lanes. Lands on the west side Regional Road 50 are designated "Urban System" by the Region of Peel. The Sub-Area 1 Block plan immediately to the west of the subject lands, consisting of a mix of commercial/industrial, valley lands and residential uses adjacent to Regional Road 50, was conditionally approved (Stage 1 approval) by the City of Brampton on September 12, 2005. It is important to ensure that development within Brampton and in particular residential development, not be negatively effected, but rather positively enhanced by development within the subject lands. A high quality of development (building form, streetscape/landscaping and site organization) is required in the proposed "Prestige Area" designation to address facing relationships across Regional Road 50 and views north south.

Orderly Development

With the approval of Block 57/58 for employment land uses to the south, and the adjacent CP Intermodal Yard lands to the north, the development of the subject lands for employment uses will contribute to an orderly development pattern and enable a rational servicing plan. While on the whole the development of the subject lands contributes to orderly development, the relationship between participating and nonparticipating land owners may affect the timing of development in different parts of the block. In order to ensure orderly development of the subject lands, a phasing plan for servicing and construction should be outlined and presented within the Block Plan.

Furthermore, notwithstanding that the City is prepared to consider this application, and in consideration that a comprehensive land use study will be undertaken for the ROPA 19 Urban Area, approval of an OPA for Block 64 should not be interpreted as pre-determining the outcome of any future secondary plan for the wider area.

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Land Ownership

For the most part, the proposed location of roads and infrastructure is allocated in a manner that promotes cooperation between landowners, contributes to the orderly development of the subject lands and creates lots and parcels that are of a suitable size for development. Staff notes that the alignment of the “middle” east-west road may create a series of undersized parcels of lands that will limit their development potential. While it is recognized that this east-west road must intersect with Regional Road 50 and a proposed road in Brampton, the internal alignment, for example, should be adjusted to allow properties of adjacent landowners to front onto and gain access from this road. The applicant has indicated a concern related to the recovery of construction costs of this road and related infrastructure. During the Block Plan approval stage, reasonable effort will be made to promote the location of roads and other infrastructure in a manner that meets the needs of all landowners. In situations where a landowner would like to proceed with a development ahead of other land owners the use of “front-end” agreements and the associated levies for non-participating land owners may be suitable. As a condition of approval, it is recommended that the Amendment to the Official Plan include a provision requiring the middle east-west collector road be located in a way that provides equal opportunity for all landowners that abut it to proceed with development.

Relationship to Vaughan Vision 2007

The development of Block 64 is in keeping with various sections of Vaughan Vision 2007. Specifically, this application will increase the amount of employment lands for development and implement portions of OPA 600.

Conclusion

The application to amend the Official Plan to redesignate the subject lands from “Rural Use Area” in OPA No. 600 to “Prestige Area”, “Employment Area General” and “Valley Lands” in OPA No. 450 is supportable. The proposal is consistent with the Provincial Policy Statement, aids in the implementation of the planned “Urban Area” by the Region of York Official Plan Amendment 19 and is consistent with the policies OPA No. 450 (Employment Area and Growth Management Plan).

Proceeding with the redesignation of the subject lands for future development would not appear to prejudice the alignment options of the future Highway No. 427 extension given the existing and planned development in the immediate area. This includes maintaining the existing CP Intermodal Yard and associated employment uses to the north, Huntington Road which functions as an important north-south arterial road, and conditionally approved planned development to the west within the City of Brampton. Pursuant to Council’s direction, Planning Staff have met with officials of the City of Brampton and the Ministry of Transportation and have reached a mutual agreement respecting the policy framework for protecting lands as determined necessary within Block 64 for the Highway 427 North Extension Corridor.

Provided that the relational issues are addressed primarily through the provision of a high quality public and private realm, the proposal would be compatible with the surrounding land use context.

Staff recommends approval of the application to amend the Official Plan, subject to the conditions set-out in this report.

Attachments

1. Location Map
2. Proposed Land Use
3. Surrounding Land Use Map
4. Schedule “A” to OPA No. 600
5. Schedule “1” to OPA No. 450 (Employment Area Plan)

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Report prepared by:

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/RF

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

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Item 72, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**BLOCK PLAN FILE BL.64.2005
BOCA EAST INVESTMENTS LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends that the Block Plan for Block 64 dated December 23, 2005 and shown on Attachment 2 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 subdivision/site development application to the satisfaction of the City of Vaughan and other relevant agencies:

General Implementation

- 1) The related Official Plan Amendment (OPA 631) shall be in full force and effect.

Transportation

- 2) The location and preliminary design of all proposed valley crossings be finalized to determine the final internal road pattern and any required structures (i.e. bridges or culverts) and the determination of the Environmental Assessment for the valley crossings to the satisfaction of the TRCA and the Engineering Department.
- 3) A revised Traffic Study shall be provided to the satisfaction of the City of Vaughan Engineering Department.
- 4) Preliminary grading information shall be provided for the Block that demonstrates acceptable lot and road grading to the satisfaction of the City of Vaughan Engineering Department. Final grading plans will be required as a condition of draft plan of subdivision / site plan approval.
- 5) A Transportation Management Plan shall be prepared to the satisfaction of the City of Vaughan Engineering Department.

Environment

- 6) A plan to obtain an environmental net gain must be prepared to the satisfaction of the TRCA.
- 7) The appropriate permits for the relocation or piping of a watercourse shall be issued by the regulating authorities and provided to the City of Vaughan Engineering Department.

Master Environmental Servicing Plan

- 8) A Water Supply Analysis shall be provided to the satisfaction of the City of Vaughan Engineering Department demonstrating that adequacy of supply and proper looping is available and provided for both at the Regional and local level, to satisfy all City design criteria.

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- 9) All outstanding issues with respect to the proposed servicing of the development of Block 64 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 City of Vaughan Engineering Department.
- 10) The Block Plan Report, together with supporting reports must be revised and updated to reflect modifications arising from the resolution of all conditions identified in a memorandum dated December 19, 2005 from the TRCA.

Hydrogeology

- 11) A Hydrogeological Report and Water Balance Analysis are required to be submitted for review to the satisfaction of the City of Vaughan Engineering Department and the TRCA.
- 12) A groundwater monitoring program shall be prepared and implemented immediately to provide baseline conditions to the satisfaction of the TRCA. A Geohydrology Study is required to ensure the existing wells in the vicinity of the proposed development will not be adversely affected by the subsurface construction activities. Monitoring of the existing wells before, during and after construction shall be required.
- 13) Details for the maintenance of surface and subsurface flows of the watercourse on the east side of Block 64 must be provided to the satisfaction of the TRCA.

Soil Analysis

- 14) A Geotechnical Report shall be submitted for review to the satisfaction of the City of Vaughan Engineering Department.

Urban Design Guidelines / Landscape Master Plan

- 15) A detailed Streetscape and Landscape Master Plan shall be approved by the City of Vaughan Development Planning Department. The Streetscape and Landscape Master Plan shall address the following items:
 - a) Adaptive reuse and integration of identified heritage structures and properties into the proposed development scheme;
 - b) Gateway Developments;
 - c) Integration with Brampton's Streetscape and Landscape Master Plan for Regional Road 50;
 - d) Development abutting identified valleylands with specific concerns related to slope preservation, construction impact mitigation and the quality of the interface including views, landscaping, materials and activities; and
 - e) Conflict Mitigation and general enhancements abutting Regional Road 50 and adjacent proposed and existing residential developments.

Development Phasing

- 16) A Development and Infrastructure Phasing Plan shall 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

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such as road widening and water and wastewater system improvements to the satisfaction of the City of Vaughan. The phasing plan shall 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 to the satisfaction of the City of Vaughan.

- 17) The timing for infrastructure/transportation improvements required for development in Block 64 including the reconstruction and widening of Huntington Road and Langstaff Road must be established to the satisfaction of the City of Vaughan.
- 18) All Regional infrastructure work including road widening, water and wastewater system improvements necessary to support development in Block 64 must be identified in the MESP to the satisfaction of the City of Vaughan.

B) Conditions of Draft Plan of Subdivision/ Site Plan Approval

THAT the following conditions be satisfied prior to the approval of the first draft plan of subdivision/site development application, or as part of the individual subdivision/site development application approval to the satisfaction of the City of Vaughan and other relevant agencies:

Transportation

- 1) No final approval of plans of subdivision / site plans may occur until such time as the conditions of the "Holding" provisions are met and the "Holding" provision is removed.
- 2) No access to Rutherford Road east of the proposed north-south collector road shall be permitted until such time as the location of the potential Highway 427 North extension interchange with Rutherford Road, if required, is identified by the Ministry of Transportation. Upon identification of the location of the interchange any access point or road from Block 64 to Rutherford Road or Huntington Road will require a traffic impact study to determine the suitability of the type and location of the access and the impact it may have on the functionality of the proposed interchange and the other road networks within the subject lands and adjacent to the subject lands.
- 3) The final location of all access points and roads as identified on Attachment 3 Transportation, shall be determined and approved during the development process. Those accesses and roads that access Regional Road 50 will require the approval of the Region of Peel.
- 4) A detailed traffic impact analysis based upon the proposed use and expected impact on the existing road network within the subject lands and adjacent lands shall be completed to the satisfaction of the City of Vaughan Engineering Department and the findings of this report shall be incorporated into the design of the proposed road network and / or access points.
- 5) The removal of any road shown on Attachment 3 Transportation shall be accompanied by a detailed report addressing potential impact on traffic levels and routing within the subject lands, adjacent Blocks and neighbourhoods. This report shall be prepared to the satisfaction of the City of Vaughan Engineering Department.
- 6) The location of transit stops shall be to the satisfaction of York Region Transit.

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Environment

- 7) Measures to promote infiltration over the site shall be undertaken to the satisfaction of the TRCA.

Master Environmental Servicing Plan

- 8) Details shall be provided, to the satisfaction of the TRCA, for the maintenance of surface and subsurface flows to the watercourses on the east side of the Block, regardless of whether it is preserved within the Block or downstream from Huntington Road.
- 9) Final design details for servicing shall be approved by the appropriate agencies with consideration given to ensuring that the design includes suitable capacity for the extension of services to other Blocks.

Stormwater Management

- 10) The design and location of all stormwater management ponds shall be finalized and approved by the TRCA and any other regulatory agency and approved by the City. The applicant is responsible for providing copies of all required permits and documentation to the City of Vaughan Engineering Department.

Analysis of Erosion Characteristics

- 11) A stable slope study shall be submitted and the development limit approved by the TRCA and City of Vaughan Engineering Department.
- 12) The final valley limits shall be determined to be the greater of the long term stable slope, the physical top of bank, floodplain or the dripline of vegetation plus one metre, plus a 10 metre buffer, to the satisfaction of the TRCA and the City of Vaughan Engineering Department.

Heritage /Archaeological Resources

- 13) A Stage 2 Archaeological Assessment shall be completed with all recommendations and findings being addressed to the satisfaction of the City of Vaughan Engineering Department OR a determination to the satisfaction of the City that a Stage 2 Archaeological Assessment is not required.

Land Uses

- 14) The lands shall be zoned in accordance with OPA 450 as amended by OPA No. 631 to permit the uses proposed as identified within the Block Plan Report. The use of the a "Holding" provision to protect a reasonable corridor, including interchanges / accesses, for the Highway 427 Extension will be used by the City of Vaughan where appropriate.

Economic Impact

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

Purpose

An application for Block Plan approval has been submitted by one of the property owners (Boca East Investments Ltd.) within the subject lands. The purpose of the application is to develop the

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lands for Prestige and General Employment uses in accordance with the policies of OPA No. 450 (Employment Area Plan). An application to amend the Official Plan (OP.04.017) for this purpose has been submitted and a draft Official Plan Amendment (OPA 631) has been prepared.

Background - Analysis and Options

Background

Block Plan Process to Date

On July 29, 2004, the applicant submitted a Block Plan application and application to amend the City of Vaughan Official Plan to allow for the development of the lands in Block 64 for "Employment Lands" and related uses.

The current Block Plan is dated December 2005 and reflects revisions in response to comments received from various City Departments and external commenting agencies. The Block 64 submission includes the Block Plan and the following supporting documentation:

1. Block 64 Block Plan Report – December 2005 (Revised) – KLM Planning Partners Inc.
2. Master Environmental Servicing Plan, Block 64 DRAFT – April 2005 – Various Consultants
3. Huntington Glen (Block 64) Urban Design Guidelines – September 2005 – Watchorn Architect Inc. / The MBTW Group
4. Huntington Glen (Block 64) Landscape Master Plan – January 2006, The MBTW Group
5. Retail Market Opportunity and Impact Analysis – November 2004 – urbanMetrics Inc.
6. Stage 1 Archaeological Assessment of Block 64 – June 2004 – Archeoworks Inc
7. Traffic Review for the Block 64 – Hunter's Glen Industrial Park – August 2004 – URS Canada Inc.
8. Functional Servicing Report – August 2004 – Schaeffers
9. Phase 1 Environmental Site Assessment – June 2004 – Shahan Peaker Limited

In addition to the submission of the reports listed above, the applicant prepared and submitted revised reports and additional information in response to comments received.

Pursuant to the requirements of the Planning Act, a public hearing was held on June 8, 2005 for the related application to amend the Official Plan. This Public Hearing also presented the Block Plan.

The proposed Block Plan was circulated to various agencies and City Departments for comment which are identified in this report.

Location

The "subject lands", known as "Block 64", comprise an area of approximately 175 ha (430 acres) and are bounded by Langstaff Road on the south, Rutherford Road on the north, Huntington Road on the east and Regional Road 50 on the west, in Lots 11 to 16, Concession 10, City of Vaughan (Attachment 1). Block 64 forms part of the lands known collectively, as the "Vaughan Enterprise Zone".

Existing Conditions

Block 64 consists of 15 parcels of land with lot areas ranging from approximately 4 ha to 109 ha. Access to each parcel of land is achieved by individual driveways connecting to the adjacent arterial road. Some properties have multiple access points.

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The current land uses within Block 64 include a golf course, service station, various agricultural uses (vacant, crop lands), single family dwellings (including one heritage building), and a training centre that includes a heritage building.

The topography of the land is generally flat, with the exception of the valleylands associated with the West Rainbow Creek, a tributary of the Humber River. There is a wooded area located in the north-central part of the Block abutting Rutherford Road.

The subject lands are currently serviced by on-site water and sewage disposal systems.

The surrounding lands uses are:

- North – Rutherford Road, Sears Distribution Warehouse/CP Intermodal Lands (EM1 Prestige Employment Area/A Agricultural Zone);
- South – Langstaff Road/vacant (zoned A Agricultural Zone);
- East – Huntington Road/vacant (zoned A Agricultural Zone);
- West - vacant/City of Brampton - "Bram East Secondary Plan" including residential, commercial, and industrial uses.

Proposal

The application to adopt a Block Plan for the subject lands was initiated by a single "participating" land owner within the Block. The applicant, Boca East Developments Ltd, owns approximately 109 ha (62%) with the remaining 65 ha (38%) being owned by 14 "non-participating" land owners.

The Applicant proposes to develop the lands in accordance with the designations within OPA No. 450. The applicant proposes that the land be developed as shown in Table 1.

Table 1: Proposed Land Uses in Block 64

Proposed Designation/Use	Approximate Area
Prestige Area	50 ha
Employment Area General	80 ha
Service Node	3.4 ha
Retail Warehousing	9.1 ha
Valleylands	14.7 ha
Stormwater Management	10.2 ha
Roads	7.6 ha
Total Area:	175 ha

The proposal contains a through north-south road and two east-west roads, as well as a series of secondary roads to service and provide access to developments within Block 64. The north-south and east-west through roads will be developed as primary collector roads within the Block, while the secondary roads will function as local roads. The applicant has indicated that in some instances, local roads may be deleted to allow for larger single use developments to occur.

Neighbourhood Circulation and Consultation

No formal or organized consultation has occurred with the "non-participating" land owners by City Staff. The applicant has indicated that they have met with many of the non-participating landowners and discussed the proposal. A series of monthly meetings occurred between Staff and the applicant throughout the process to discuss and provide updates and to request that additional information be provided.

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Notification of the Public Hearing for the Official Plan Amendment application, held June 8, 2005, was carried out through an advertisement in the newspaper.

Staff sent a letter inviting all land owners within Block 64 to the Committee of the Whole Meeting held December 5, 2005. Staff has also informed all land owners of the status of this application and has invited them to attend today's Committee of the Whole meeting.

Non Participating Land Owners

There are a total of 15 non-participating landowners within Block 64, representing 65 ha or 38% of the land area of the Block. As previously noted, this application was initiated by a single land owner, who owns the majority of the lands within the Block 64. With the exception of the northerly east-west road, all major collector roads have been located in a manner to minimize the creation of undevelopable parcels. The phasing of development on the applicant's lands will be impacted by the non-participating land owners as it is expected that servicing will occur primarily from the south.

Provincial Policy Statement (PPS)

The related draft Official Plan Amendment (OPA No. 631) was reviewed to ensure it was consistent with the Provincial Policy Statement (PPS).

The development of Block 64 is consistent with the following sections of the PPS:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) planning for, protecting and preserving employment areas for current and future uses; and
 - d) ensuring the necessary infrastructure is provided to support current and projected needs.
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.
- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

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The proposed development is consistent with the Provincial Policy Statement provided the environmental features (i.e. Rainbow Creek) and the existing identified Heritage Resources are protected. These items will be considered through appropriate conditions of approval of the Block Plan, Zoning, Draft Plan of Subdivision and Site Plans.

York Region Official Plan Amendment 19 (ROPA 19)

The proposed employment uses within the Block 64 Block Plan are consistent with the policies contained in ROPA 19 and implement the draft Official Plan Amendment (OPA No. 631). ROPA 19 brings a number of Blocks, including Block 64, into the “Urban Area” for employment uses.

City of Vaughan Official Plan

The purpose of draft Official Plan Amendment (OPA No. 631) is to redesignate the subject lands from “Rural Use Area”, and identified as “Employment Secondary Plan Study Area” under OPA No. 600, to “Prestige Area”, “Employment Area General” and “Valley Lands” under OPA No. 450 (Employment Area and Growth Management Plan). Draft OPA No. 631 conforms to the Provincial Policy Statement, Region of York Official Plan Amendment 19 (ROPA 19) and generally conforms to the provisions of Official Plan Amendment No. 450, as amended.

The Official Plan Amendment Application (OP.04.017) was presented to Council at the December 5, 2005 Committee of the Whole meeting. The Committee deferred the application pending review of the potential impact the development of these lands would have on the Environmental Assessment process for Highway 427. These concerns were raised by the City of Brampton. The staff report on the OPA application addresses this matter.

Zoning

The subject lands are currently zoned C7 Service Commercial Zone, A Agricultural Zone and OS2 Open Space Park Zone. It is expected that the following zones will be used to implement the proposed Block Plan:

- a) EM1 – Prestige Employment Area Zone,
- b) EM2- General Employment Area Zone ,
- c) EM3 – Retail Warehouse Employment Area Zone
- d) C7 – Service Commercial Zone and
- e) OS1 – Open Space Conservation Zone.

General Comments About the Application

The related Official Plan Amendment (OPA 631) will permit the proposed Block Plan, incorporating the lands for employment use in OPA No. 450 (Employment Area Plan). As a condition of approval of the Block Plan, OPA No. 631 shall be in full force and effect and that any required revisions to OPA No. 631 be incorporated into the Block Plan.

An issue of utmost importance in the approval of this Block Plan is the potential impact of the development of the subject lands on the potential routing of the Highway 427 North Extension. These concerns were raised by the City of Brampton and are discussed elsewhere in this report.

Specific Comments Received

Transportation

Due to the location of the subject lands, the existing and proposed road network and the proximity of the subject lands to the Highway 427 Extension Environmental Assessment Corridor, many
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stakeholders have an interest in both the internal road network and the impact the development of the subject lands will have on the surrounding road networks. Transportation related reports and documents were circulated for comment to the Region of Peel, City of Brampton, Town of Caledon, York Region, Ministry of Transportation and internally. The following is a summary of Transportation related comments received and suggested conditions of approval.

Region of Peel

Regional Road 50, formerly provincial Highway 50, is a shared jurisdiction arterial road between the Region's of Peel and York Region, but is managed by Peel Region. Peel Region intends to maintain Regional Road 50 as a high capacity arterial in the medium and long term by limiting the number of accesses to Regional Road 50.

Due to the importance of Regional Road 50, the location of roads and access points must be identified as early as possible in the planning process. The design and location of proposed access points and intersections onto Regional Road 50 will ultimately require approval from the Region of Peel and may require a financial contribution by a land owner for planned upgrades prior to any draft plan of subdivision approvals in the Block.

Town of Caledon

The Town of Caledon expressed concerns similar to the Region of Peel with respect to the long term viability of Regional Road 50 as an arterial road. In addition to the comments related to Regional Road 50, Caledon expressed concern with respect to the impact any approval of development within this Block may have on the routing of the Highway 427 Extension and the associated Environmental Assessment.

These issues can be addressed by limiting the number of access points to Regional Road 50 and providing conditional approval of the Block Plan by using "Holding" provisions to control development until such time as the location of the Highway 427 Extension Corridor is closer to being delineated and that the stakeholders have no further interest. As access to Regional Road 50 is controlled by Peel Region, both Caledon and Peel Region's concerns can be addressed during the development approval process.

City of Brampton

The City of Brampton has expressed concern with respect to the approval of this Block Plan and the potential impact on the proposed Highway 427 Extension. They have requested that a "Tulip Protection Area" be illustrated based on the original MTO proposal and that the area associated with this "Tulip" be protected until such time as this option is ruled out. As directed by Council during the OPA process City staff met with officials from the City of Brampton to discuss their concerns. From this meeting it was determined that in order to protect a suitable corridor for the Highway 427 North Extension the OPA would contain policies to enable the use of "Holding" provisions pursuant to the Planning Act. The removal of the "Holding" provisions will be based upon the Environmental Assessment that is currently underway and the findings contained within it. In recognition of the "scoping" process of the Environmental Assessment, the City of Vaughan will consult with the City of Brampton and the Ministry of Transportation, prior to approving any applications for draft plans of subdivision / site plans. In order to address the concerns of the City of Brampton and MTO; policies were included in the Official Plan Amendment respecting the use of "Holding" provisions pursuant to the Planning Act on the zoning on lands associated with development applications.

In addition to these policies, an understanding was reached with respect to the process related to requesting comments and incorporating comments into final development approvals. The agreed upon process will require the City of Vaughan Development Planning Department to circulate all

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development applications submitted in Block 64 to the City of Brampton and MTO for review and comment and determination of applying such provision. This circulation will occur within 15 days upon receipt of such application. This procedure will continue until such time as the Environmental Assessment for the future highway corridor is complete or has determined that a Holding provision is not required. It is anticipated that some development can proceed within Block 64 provided sufficient progress has been made through the Environmental Assessment process for the Highway extension corridor.

York Region

The proposed location of transit stops as described in the MESP do not conform to York Region Transit standards. The location of the proposed stops must be addressed during the subdivision/site plan process and may be incorporated into Development Agreements. Except for locations that may be impacted by the valley crossing there are no substantive reasons for York Region Transit's standards not to be met.

Ministry of Transportation

The Ministry of Transportation's primary concern is ensuring that a future corridor is identified and protected for the Highway 427 extension north of Highway 7. The following comments highlight the Ministry of Transportation's interest in the development of the subject lands.

- a) the potential alignments could fall within Block 64 and approval might limit or preclude such options identification and protection of a corridor for Hwy 427 and potential transit way;
- b) development should not proceed until the E.A. process is further advanced;
- c) no access to Rutherford Road should be permitted until the extent and location of a potential interchange at Rutherford Road is determined; and
- d) concern about future utilities and/or municipal or regional water and sewer crossings of the future Highway.

In response to these comments, the applicant and City staff have reviewed and discussed with the Ministry of Transportation the potential impact the development of the subject lands would have on any extension of Highway 427. Due to engineering design standards for a 400 series highway the development of the subject lands as proposed should have minimal impact on the extension of Highway 427. However, as noted the development of access points (i.e. driveways or secondary roads) on Rutherford Road may impact the location and design of potential interchanges.

In order to preserve the requested corridor it has also been suggested by the Ministry of Transportation to utilize the "Holding" provision of the Planning Act with respect to lands in the northeast quadrant of the Block. This recommendation is reasonable and forms a condition of Draft Plan / Site Plan approval to be included in the implementing Zoning by-law.

City of Vaughan Engineering

The Engineering Department's comments with respect to the proposed road network relate primarily to ensuring that the City's design standards are met and that suitable levels of service within the Block can be accommodated. Engineering has requested that a Transportation Master Plan be completed and approved as a condition of Block Plan approval. The requirements and contents of this Master Plan are outlined in a letter dated December 19, 2005, which has been provided to the Applicant.

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Toronto Region Conservation Authority (TRCA)

The applicant proposes a road network that includes a crossing of West Rainbow Creek. The TRCA has expressed concern that the proposed design is not suitable when other items are taken into consideration and should be reviewed. Therefore, it is suggested that prior to any approval of draft plan of subdivision / site plan a suitable agreement and design standards for a stream crossing shall be approved by the TRCA and any other regulatory agency that may need to be involved, including the City of Vaughan.

Environment

MESP Terrestrial Resources

OPA No. 600 and the TRCA has identified two tableland woodlots within the boundary of Block 64. These woodlots are located in the north end of the site and are not proposed to be protected within this Block Plan. The TRCA is willing to support the removal of these woodlots, provided that their removal is tied to an environmental net gain for the ecosystems within the Block 64 Planning Area. This can be accomplished through additional protection and improvement of the valleylands associated with the West Rainbow Creek. A suitable condition has been included to accomplish the TRCA's request.

The applicant is proposing to remove a watercourse located in the southwest corner of the property. The TRCA questions how this will be achieved and has identified other interested parties, such as the Department of Fisheries and Oceans. In order for this item to be addressed, additional information will be required to be submitted by the applicant to the satisfaction of the TRCA and the City of Vaughan. As this is likely to occur during grading and prior to development it is reasonable to require that prior to any draft plan of subdivision or site plan approvals the required permits and approvals be provided to the City for the removal or rerouting of any watercourses in Block 64.

The TRCA has indicated that there are meadow marsh habitats located throughout the Block. Having assessed these marshes, it is acceptable to the TRCA that they be developed, provided that their removal is factored into the environmental net gain for the Block. This item is included as a condition of Block Plan Approval.

The "online" configuration of the proposed Storm Water Management ponds within the valleylands associated with the West Rainbow Creek are of concern to the TRCA. It is their opinion that a satisfactory design and ecological solution can be obtained by reconfiguring the proposed ponds to take them "offline". This reconfiguration would contribute to the environmental net gain previously mentioned and improve the condition of the West Rainbow Creek. Therefore, as a condition of the Block Plan approval the design of the storm water management ponds within the valleylands shall be approved by the TRCA with the intent of contributing to an environmental net gain in the Block.

Water Distribution System

The City's Engineering Department has indicated only minor items are required to be addressed prior to the approval of the Block Plan. These items include the submission of a comprehensive water network analysis of the relevant water distribution systems; revisions to the MESP to establish the internal water network that includes water main sizing; demonstrate the adequacy of supply and proper looping is available and provided for; and revisions to the MESP with respect to design criteria and a monitoring program of existing wells in the area prior to, during and after construction. As many of these items require design approval of the infrastructure, a series of suitable recommendations have been included as conditions of Block Plan approval and that the City's Engineering Department is satisfied that the conditions are met prior to the approval of any draft plans of subdivision or site plan approvals.

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Sanitary Servicing

The Region of York has indicated that due to topographic constraints and existing land use patterns, the oversizing of sewer lines to allow for expansion in adjacent Blocks is advisable. The final design and location of the wastewater system can incorporate this request, but should not be used to delay the Block Plan approval process. This item is included as a condition to be satisfied prior to the approval of draft plans of subdivision or site plans in Block 64.

Similar to the Region of York's comments, the City's Engineering Department has concerns related to the final design and capacity of the sanitary sewer system. A series of conditions of Block Plan approval have been included as conditions in the Recommendation section of this report.

Stormwater Management

Toronto and Region Conservation Authority

The TRCA expressed concern with respect to external land uses and their impact on the Storm Water Management (SWM) ponds in the northern portion of Block 64. Having reviewed site conditions this worry has been allayed and the TRCA is satisfied that external conditions will have a negligible impact on the proposed Storm Water Management plan for this Block.

The TRCA has indicated that the capacity and assumptions used to calculate the capacity and functioning of SWM Pond 1 require additional review in order to demonstrate that the storm drainage system and open channel section within Block 57/58 have the ability to convey the post development discharge from the pond. This request is reasonable as it ensures and promotes a holistic and regional approach to storm water management. This request can be addressed through a condition of approval that requires additional information on the design of storm water management ponds prior to any draft or site plan approvals in the Block to the satisfaction of the TRCA.

With respect to outfall of Pond 1, the TRCA indicates that it would be suitable to address this outside the framework of the Block Plan process. Therefore, it is recommended that the final design solution be included as a condition of draft plan of subdivision / site plan approval in the Block.

The TRCA has identified that the general design and configuration of the SWM ponds is problematic in terms of sloping, location, and the calculation of capacity. In order to address these concerns additional refinement in the design and modeling used to calculate the required capacity will be required and included as a condition of approval to the satisfaction of the TRCA.

City of Vaughan Engineering Department

In reviewing the proposed Stormwater Management Plan, the City's Engineering Department requires the following items to be addressed and included as conditions:

- a) coordination of stormwater management ponds with adjacent Blocks, specifically SWM Pond 1 with Block 57/58;
- b) confirmation and approval of storm water management pond size and locations;
- c) confirm design standards for municipal storm sewers.
- d) provide additional geotechnical information as outlined in a letter dated December 19, 2005;

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Soil Analysis

The TRCA has commented that due to the surface geology and dominant soil types in the Block they have concern with respect to the permeability and transmission of surface water. The TRCA has requested that a condition of Subdivision and Site Plan approval be imposed that addresses this concern. The condition would require that reasonable measures be taken to promote infiltration of surface water over the entire Block and that these measures be described and approved prior to any draft plan of subdivision or site plan approvals.

Analysis of Erosion Characteristics

The TRCA indicates that a requested report relating to establishing and delineating the “Stable Slope Line” has not been received. In order for the final limits of development to be approved this item is required. The TRCA has requested that a condition be imposed that requires the submission and approval of this report prior to any draft plan of subdivision approvals in this Block.

The TRCA has indicated that it is acceptable to defer a comprehensive streambank erosion study to the design phase of development. The next design phase would be during the draft plan of subdivision and site plan approval process. This item can be addressed in the condition related to the “Stable Slope Line” and plans can be finalized and approved prior to any draft plan of subdivision / site plan approvals.

Urban Design Guidelines / Landscape Master Plan

Being located on the westerly limits of the City and adjacent to the neighbouring municipality of the City of Brampton/Region of Peel, the subject lands will function as a “gateway” into the City of Vaughan. The image of the City will be reflected in the quality of the design of streetscapes and buildings, particularly within the “Prestige Area” designation adjacent to the highly visible arterial roads. The Applicant submitted Urban Design Guidelines in support of the Block Plan that are intended to identify the design principles that will establish an identity, character and quality for the Block Plan. City staff have reviewed the proposed guidelines and advise that they are generally acceptable. In addition to these guidelines, a detailed Landscape/Streetscape Master Plan has been submitted and is being reviewed. As a condition Block Plan approval these items shall be finalized to the satisfaction of the City.

Heritage /Archaeological Resources

OPA No. 450 contains cultural heritage policies that provide a framework for the identification, conservation and preservation of individual buildings, structures, sites and landscapes.

Vaughan’s Cultural Services Department advises that there are two buildings located within the subject lands that are listed on the City’s “Inventory of Significant Heritage Properties”, and as such, are defined as buildings of cultural heritage value. The buildings are located at 8700 Huntington Road (Robert Agar House) and 8934 Huntington Road (James Somerville House). The welfare and condition of these heritage buildings should be considered when approving any development application for the properties on which they are situated. The building located at 8700 Huntington Road has successfully been integrated into the training centre development. The building located at 8934 Huntington Road will require special attention during the development of that property. These buildings should be considered and included in the Landscape Master Plan and Urban Design Guidelines.

The consulting archaeologists for the Applicant advise that in addition to the completed Stage 1 Assessment, a Stage 2 Assessment should be undertaken for all areas that will be disturbed by development and construction activities. Cultural Services concurs with this recommendation,

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which will occur at the latter stages of the planning process. If upon further analysis of the lands, it is determined, to the satisfaction of the Cultural Services Department, that a Stage 2 Assessment is not required then further development approvals may be granted without this Study being required. It shall be the applicant's responsibility to provide supporting evidence with respect to determining what additional work is required to satisfy the Cultural Services Department. These requirements have been included as conditions of approval.

Land Uses

The proposed land use regime within the Block conforms to the designations, land use policies and policies in OPA 450, as amended by proposed OPA No. 631. In order to implement this land use regime, OPA 631 requires adoption by Council and approval by York Region. Once OPA No. 631 is in effect, lands within the Block will require rezoning in accordance with the approved Block Plan prior to development. Table 1 outlines the proposed uses and the area associated with each one.

The City of Brampton has reviewed the Block Plan Report and has provided comment with respect to the land uses and supporting documentation. Brampton has expressed concern with respect to the impact the proposed retail warehouse lands may have on the retail hierarchy proposed in the Bram East Secondary Plan (Area 41). A report titled "Retail Market Opportunity and Impact Analysis" was prepared by urbanMetrics on behalf of the applicant. The report's primary finding was that within the study area there is a market opportunity for approximately 1.6 million square feet of retail type uses. Considering the amount of land (9.11 ha / 22.5 acres) and the configuration of the land being proposed for retail warehousing, combined with the requirements contained within OPA 450 with respect to retail warehousing in Employment Lands Areas, the amount of additional floor area appears negligible. No specific conditions are required for the approval of the Block Plan, except that the implementing zoning by-law must conform to the underlying designations and policies contained within OPA 450 as amended by OPA No. 631.

Development Phasing

OPA 450 requires that a phasing plan be submitted for consideration and review during the approval process for a Block Plan. A phasing plan has not been submitted. In order to ensure that the provision of infrastructure occurs in a manner consistent with existing City policies it is recommended that a condition of approval include the submission of a detailed phasing plan for the Block prior to the approval of any amendment to the Zoning By-law, draft plan of subdivision or site plan approvals in the Block. The phasing plan should have consideration for the Environmental Assessment process related to the Highway 427 extension.

The City's Engineering Department has requested that the phasing plan be submitted and reviewed for conformity to existing City design and servicing policies. It is reasonable to expect this as a condition of Block Plan approval and not permit any approvals until such time that the City is satisfied that the phasing plan is in keeping with the City's ability to provide and assume services.

Relationship to Vaughan Vision 2007

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

Conclusion

Staff supports the approval of the Block 64 Block Plan subject to the Applicant addressing conditions set forth in the "Recommendation" section of this report. The Block Plan represents a development pattern that is consistent with the Provincial Policy Statement, implements the

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Region of York Official Plan Amendment 19 and City of Vaughan Official Plan Amendment 450 (Employment Area Plan). The subject lands will be incorporated into OPA 450 by the related OPA No. 631.

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 the City of Vaughan, prior to the City processing applications for draft plan of subdivision, site plan and zoning approval. This report includes conditions that are to be addressed as part of the draft plan of subdivision, site plan and zoning approval process.

Attachments

1. Location Map
2. Block Plan – Proposed Land Use Map
3. Block Plan – Transportation Map

Report prepared by:

Aaron Hershoff, Planner 1, ext. 8320

Duncan MacAskill, Senior Planner, ext. 8017

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

/RF

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

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Item 73, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving the following in accordance with the additional report of the Commissioner of Planning, dated June 26, 2006:

“That the modifications discussed in this staff report be incorporated into draft OPA 620; and

That the modified OPA 620 for the Steeles Corridor Secondary Plan be adopted.”

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**DRAFT OFFICIAL PLAN AMENDMENT NO. 620
STEELES CORRIDOR - JANE TO KEELE- SECONDARY PLAN
FILE NO. 15.90**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved;
- 2) That the applicant meet with staff prior to the Council meeting of June 26, 2006, to address any outstanding issues;
- 3) That the memorandum of the Director of Policy Planning/Urban Design, dated June 16, 2006, and attached Draft Official Plan Amendment No. 620, be received;
- 4) That the deputation of Mr. Ted Cymbaly, Weston Consulting Group Inc., 201 Millway, Suite 219, Vaughan, L4K 5K8, on behalf of Serenity Park Cemetery Corporation, be received; and
- 5) That the written submission of Mr. Robert H. R. Labonte, Diamond and Schmitt Architects Incorporated, 384 Adelaide Street West, Suite 300, Toronto, M5V 1R7, dated June 9, 2006, be received.

Recommendation

The Commissioner of Planning recommends:

THAT OPA 620 for the Steeles Corridor Secondary Plan BE ADOPTED.

Economic Impact

Development of the lands subject to the draft OPA 620 will have a positive impact upon the City of Vaughan in terms of new development, assessment and job opportunities. The development envisioned by OPA 620 will also help to justify the extension of the Spadina subway into Vaughan, with many attendant economic benefits.

Purpose

To submit draft Official Plan Amendment 620, including modifications to the document since the May 29, 2006, Public Hearing, for the consideration of Committee of the Whole.

Location

The Steeles Corridor-Jane to Keele-Secondary Plan area is bounded by Steeles Avenue on the south and the CN Rail York Subdivision on the north, and by Jane Street on the west and Keele

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Street on the east. The boundaries of the Plan are identified on Schedule “A” to the draft amendment, which forms Attachment 1 to this report. The subject lands have an area of approximately 43 hectares (106 acres)

Background – Analysis and Options

Process Followed to Prepare the OPA

- June 24, 2002 - Council approved the Terms of Reference for the Steeles Avenue Corridor Land Use Review – Jane Street to Keele Street.
- October 15, 2002 - Council adopted the recommendation from the Commissioner of Planning that the firm ‘Urban Strategies Inc.’ be retained to conduct the review. In addition to being the lead land use consultant, Urban Strategies Inc. also provided the urban design services. The Study Team was joined by Marshall Macklin Monaghan Ltd. for the transportation analysis, and urbanMetrics Inc. for real estate and market analysis.
- January – February 2003: Phase I of the Study

Phase I of the study produced an “Inventory and Assessment of the Current Situation” that included:

- Analysis of previous planning studies and existing regulatory framework
- Land use analysis
- Urban design analysis
- Base mapping/modeling
- Transportation and servicing analysis
- Market opportunities
- A review of opportunities and constraints

To assist in conducting the review, a Technical Advisory Committee (TAC) was established, including staff representation from:

- Region of York
 - City of Toronto
 - York University
 - York Region Transit
 - York Consortium (YRTP)
 - Toronto Transit Commission
 - GO Transit
 - Ministry of Transportation
 - Smart Commute Association of Black Creek
 - York Region Catholic and District School Boards
 - Toronto and Region Conservation Authority
 - City of Vaughan Planning, Urban Design, Engineering, Economic and Technology Development, and Real Estate departments.
- January 2003: Individual interviews were held with many of the key TAC members and study area landowners.
 - February 2003: The first full TAC meeting was held to present the draft Phase I Working Paper.
 - February 25, 2003: A presentation of the Phase I Working Paper was made to the Committee of the Whole Working Session.

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- February 27, 2003: a Public Information Meeting was held at the Dufferin Clark Library to present the findings of the Phase I Working Paper.
- February 2003: Individual meetings were held with study area landowners.
- March 2003-December 2003: Phase II of the Study
- Based on the Phase I “Issues and Opportunities” Working Paper, the objective of Phase II was to “Develop the Vision for a New Planning Framework.” This involved preparing conceptual development and urban design options, for refinement through subsequent consultation with the Technical Advisory Committee, landowners, and public.

To determine whether lands in the hydro corridor were available to provide all or part of the critical east-west road connection, meetings were held during the summer of 2003 with staff from the Province of Ontario and Hydro One.

- December 2003: The draft Phase II results were presented to a TAC meeting for input.
- January 15, 2004: The draft Phase II report was presented to a Public Information Meeting at Dufferin Clark Library and to area landowners for their input.
- February-May, 2004: The draft consultant report and first draft of the Official Plan Amendment were prepared.
- June 11, 2004: Staff made an informal presentation on the study to the Spadina-York Subway Extension Committee.
- June 15, 2004: Urban Strategies presented the study recommendations to the Committee of the Whole Working Session. On June 28, 2004 Council adopted the Committee of the Whole recommendations to:
 - provide a further report addressing the comments from members of Council (provided herein);
 - receive the presentation and material from Urban Strategies Inc.
 - schedule a statutory Public Hearing in the fall subsequent to receiving input from the Technical Advisory Committee and making any necessary changes to the draft report; and,
 - have Staff consult with the landowners in the amendment area to discuss the final results of the study, and provide a summary of this consultation in the Public Hearing report (provided herein).
- June 25, 2004: The draft final report and initial draft of Official Plan Amendment Number 620 were presented to the TAC for comment. Comments from TAC members on the draft final report were received up to the end of July, and on the draft OPA 620 up to September 3, 2004.
- September 9, 2004: Notice of a statutory Public Hearing was distributed to property owners in and around the study area, to attendees at previous public meetings, and published in the Vaughan Weekly.
- September 13, 2004: The consultant’s Final Report and initial draft of Official Plan Amendment Number 620 were made available to the public and posted on the City’s website.

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- October 4, 2004: A statutory Public Hearing was held to receive comments from the public on the study process, and draft OPA 620.
- October 2004 to October 2005: The City's consultants developed and modeled alternative development scenarios including increased densities at Council's direction.
- November, 2005: A report was presented to Committee of the Whole Working Session, summarizing the results of further work completed by the City's consultants, examining the introduction of increased development densities throughout the subject lands.
- May 3, 2006: Notice of a statutory Public Hearing was distributed to property owners in and around the study area and attendees at previous public meetings, and published in the Vaughan Weekly. The revised draft OPA 620 was made available to the public on May 9, 2006, and put onto the City's web site.
- May 29, 2006: A statutory Public Hearing was held to receive comments from the public on the study process, and the revised draft OPA 620.

Comments Received at the May 29, 2006 Public Hearing and Staff Response

A. Comments From Members of the Public

1. A representative of United Parcel Services (UPS) identified a number of concerns about the contents of the draft OPA 620, as outlined below:
 - UPS use of its land as its national parcel sorting hub must continue to be recognized as a permitted use in the Official Plan and zoning by-law;
 - The land protection and land acquisition policies of OPA 529, and the limitations of the Planning Act, must be respected;
 - UPS plans to remain at its location indefinitely, and has filed an application for site plan approval for expansion of its hub;
 - The introduction of residential and other sensitive land uses in close proximity presents potential land use compatibility conflicts with UPS operations, and therefore will be resisted by UPS;
 - Improvements to road and intersection infrastructure must precede new development and the proposed commuter parking facility; and
 - Consideration of OPA 620 is premature until coordination with the York University secondary plan is assured.

Staff Response: Staff acknowledge the UPS concerns, and are satisfied that they have been addressed by draft OPA 620, as outlined below:

- The Plan deals with all development, both existing and new, within the Amendment Area, and recognizes the right of existing uses to continue to exist and function under the provisions of the Official Plan and zoning by-law.
- Nothing in the Plan prevents UPS from continuing its current use and operation, or obliges UPS to redevelop.
- The Plan requires all residential development and other sensitive land uses to undertake a noise and vibration study to support the feasibility of development and undertake measures to mitigate adverse effects.
- The Plan establishes an extensive and efficient road network within the Amendment Area and identifies required arterial road improvements to be undertaken, under jurisdiction of the Region of York and City of Toronto; the Plan also requires that development proponents prepare transportation impact studies in support of development applications; and

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- The Plan provides for establishment of a coordinating committee, including UPS and other major stakeholders, to work cooperatively toward the implementation of the Plan, and deal with a wide range of associated development issues.
2. A Thornhill resident expressed concerns about the safety of the proposed east/west road, given its proposed 26 metre right-of-way, its length, and its straight alignment which could encourage high speeds. He also questioned whether the plan would deal with a possible reduction in the size of the planned commuter parking lot.

Staff Response: Some form of speed control may be required in the design of the road which will still permit it to function as a prime route for buses to the transit station and commuters to the parking lot in the hydro corridor. Although a 3,000 car parking lot has been assumed in the draft OPA 620, a reduction in its size will pose no problem for the plan.

3. A consultant representing the landowner (Serenity Park Cemetery Corporation) at the northeast corner of Jane and Steeles requested that the permitted density be increased to 4.5 FSI to take advantage of a 'gateway' location at a major intersection and support transit ridership.

Staff Response: Staff do not support this request. Draft OPA 620 permits a maximum density of 1.5 FSI at the east and west ends of the Amendment Area. These areas lie beyond a 10-minute walking distance from the future transit station and therefore greater density cannot be justified on the basis of support for the subway. Also, traffic congestion in the area is already significant and will increase with greater development. The Jane/Steeles intersection is the most congested in the area. Therefore, the plan established the greatest development density within a 5-minute walk of the transit station to foster transit ridership, and minimize the generation of additional auto trips. (Note that Staff are also introducing a height limit for this property in response to comments from Black Creek Pioneer Village – see C3 below.)

B. Comments From Members of Council

1. Impact on the Amendment Area of extending the subway to Highway 7?

Staff Response: The decision to extend the subway northward to terminate at Highway 7 does not alter the vision for the Steeles Corridor of a compact, mixed-use precinct with high densities in close proximity to the Steeles West subway station. It may mean, however, that less commuter parking will be required in the hydro corridor north of Steeles Avenue, generating fewer trips to the area. This could be very beneficial, given that the intersections of Jane/Steeles and Keele/Steeles are already very congested. Since both the Amendment Area, and the Corporate Centre are envisioned to become major concentrations of development supportive of public transit ridership, the best solution to commuter parking may be to provide a large parking lot in the Highway 407 corridor near the intersection of the subway and the future 407 Transitway.

C. Other Comments Received On Draft OPA 620

1. Clarification respecting utilities policies is requested by Bell Canada

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Bell Canada has requested that the following subsections be added to OPA 620:

- 4.3.4 xxiii) Large, above-ground utility infrastructure should be located and designed to be compatible with its environment and innovative methods of containing utility services on, or within streetscape features, such as gateways, lamp posts, or transit shelters, should be considered when determining appropriate locations for large utility equipment and utility cluster sites.
- 6.3 a) All utilities, including telecommunications, will be planned for and installed on a coordinated and integrated basis in initial common trenches, wherever possible, in order to be more efficient, cost effective and minimize disruption.

Staff Response: Staff support the requested changes to some extent. Generally, large utility infrastructure should be located below grade, within buildings, and away from public view. Smaller utility infrastructure needs to be concealed within the public realm through design and innovative solutions (eg., trafilgar pole).

2. Policy changes are needed to address the relationship between the proposed development and the existing railyards and rail line, and potential conflicts which could result, are requested by CN Railway Properties.

CN Railway Properties has requested changes to address the following concerns:

- Insufficient attention is given to the importance of the CN facilities to the City, Provincial, and national economy;
- More attention is needed to safety impact mitigation;
- Policies need to protect the integrity of the CN operations and avoid land use conflicts; and
- The Plan needs to establish a 300 metre minimum setback for residential and other sensitive land uses.

Staff Response: Section 5 of the revised draft OPA 620 incorporates a new subsection dealing with the CN Yards and Facilities to address the concerns noted above. However, revised draft OPA 620 does not establish the requested 300 metre setback for residential and other sensitive land uses. The most active part of the rail yard, and the industrial uses adjacent to it, are well beyond 300 metres from the Steeles Corridor. The Provincial guideline calling for the 300-metre separation recognizes, "It may not be possible to achieve the recommended minimum separation distances in areas where infilling, urban redevelopment and/or a transition to mixed use is taking place", and in such cases "mitigation is the key".. In the recent Jane-Ruth OMB decision, the Board stated that "rail operations should be considered as any other land use and the impacts of its operations on adjacent land uses should be accounted for and mitigated as required." OPA 620 will require the submission of noise and vibration studies with applications to ensure any necessary mitigation is addressed. Staff support working closely with CN to deal with its concerns on an application-by-application basis. The revised Plan now provides for ongoing consultation between the City and CN Railway Properties to identify potential sources of problems for CN with respect to proposed development, and appropriate mitigation measures to address such concerns.

3. Policy modifications are needed to address potential development impacts on Black Creek Pioneer Village (BCPV). Their concerns include:
- The visual impact of tall contemporary buildings on the historic and rural character of the Village;

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- Impacts of increasing traffic congestion in the area;
- Appropriate pedestrian connections to the Village and the Black Creek ravine system from the Amendment Area should be identified and included in the Plan;
- Enhanced streetscaping treatments should be required along the edges of the Amendment Area on Steeles and Jane in proximity to the Village property to complement the Village and serve as the 'gateway' to the Village; and
- The Plan should reference potential impacts on the Village resulting from noise, vibration and lighting originating from new development in the Amendment Area, and require their study and mitigation.

Staff Response: Staff acknowledge the concerns of Black Creek Pioneer Village. The Village is located on the southeast and northwest corners of this intersection, and is an important local and regional asset. The Village includes many historical buildings, recreating the village and rural character of a pioneer community of southern Ontario circa 1867. In order to maintain this character, it is important that new development in close proximity to the Village is complementary, and does not detract from its unique character and attractiveness.

Accordingly, draft OPA 620 has been modified as follows:

- a maximum height limit of six storeys has been established on the northeast corner of Jane/Steeles, opposite the Village. This height permission will enable the property to fully achieve its permitted maximum 1.5 FSI without visually detracting from Black Creek Pioneer Village. This property is well beyond the convenient 5-minute walking distance to the Transit Station in the Amendment Area. View studies will be required from development proponents, from strategic locations within the Village property, taking into consideration proposed development, to determine whether other measures (in addition to the height limit) need to be applied (such as setbacks or additional landscaping).
- Pedestrian connections have been conceptually identified on Schedule C based on comments from BCPV and the City of Toronto.
- Additional streetscaping policies have been added in Section 4.3.7, including specific references respecting enhanced treatments in proximity to BCPV;
- Policies have been added to Section 3.4-Noise and Vibration and Section 4.3.6-Lighting referencing mitigation requirements relating to BCPV.

No further modifications have been made to the Plan to address traffic congestion as this has already been examined by the City's consultants. The Amendment Area is already congested, and is expected to continue to be congested in the future. However, the extension of the Spadina subway with stations in the Amendment Area and on the York campus should encourage many more trips to the area, and to the BCPV, to utilize public transit. The Plan also enhances the existing road network within the Amendment Area with the introduction of the east/west road and several north-south links which will improve connections to the south side of Steeles Avenue for all modes of transportation and relieve congestion on Steeles.

4. TRCA recommends that a master environmental servicing plan (MESP) be undertaken for the corridor. The existing pond west of UPS is undersized and is a quantity pond, whereas quality issues also need to be addressed. Additional storage capacity is needed for proposed development in the Amendment Area. The MESP should include a comprehensive storm water management strategy identifying the development-related storage requirements and storage locations, including innovative, sustainable water management practices (eg. 'green roof' storage, underground storage) prior to

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consideration of development applications. TRCA has also identified concerns respecting servicing, stormwater management and natural feature protection.

Staff Response: Staff agree that a comprehensive approach to address the servicing requirements of the Amendment Area is needed. The revised draft OPA 620 has been modified to provide for these requirements to be addressed prior to consideration of development approvals. The Plan also anticipates that if additional surface blocks for stormwater storage are required beyond those identified on Schedule C, they shall be provided notwithstanding Schedule C, and density associated with the required ponds may be utilized elsewhere within the parcel. Development Engineering are currently in the process of preparing terms of reference for a study to comprehensively address the Amendment Area's storm water management requirements, and will soon be submitting it for Committee of the Whole's consideration. In addition, a Functional Master Servicing Strategy Report and a Traffic Impact Study to comprehensively address proposed development within the Amendment Area will also be required to determine water, sanitary, and transportation infrastructure requirements for the Amendment Area.

5. The City of Toronto recommends that the Plan include stronger implementation policies to ensure that future development is coordinated with the York University Secondary Plan review. The City of Toronto supports Vaughan's goal of establishing a new development framework for transit-oriented development on Steeles Avenue, and wishes to continue working with Vaughan to achieve coordinated and comprehensive planning solutions. The City of Toronto has provided detailed comments on draft OPA 620, and identifies a number of key areas of concern, including:

- Ensuring that land use, density, height, built form and streetscaping are coordinated and mutually complementary on both sides of Steeles Avenue;
- Greater clarity respecting maximum heights and density transfers;
- A need for triggers to coordinate infrastructure improvements with development;
- Traffic impacts on Steeles Avenue and the Keele Employment Area to the southeast;
- The Amendment Area's relationship to Black Creek valley, and the need to 'green' Steeles Avenue through appropriate streetscaping initiatives;
- The lack of parkland along Steeles Avenue, and open space connection to Steeles, York University and Black Creek valley;
- The need to acquire and construct the entire east-west road early in the development process, and to initiate the required Environmental Assessment as soon as possible;
- The integration of new and existing bike routes north and south of Steeles Avenue;
- The lack of sufficient community services in the area – a community services and facilities study and implementation strategy for OPA 620 is recommended
- The need for a comprehensive approach to stormwater management, including innovative practices and environmental sustainability measures; and
- Environmental policies to protect the Black Creek watershed.

Staff Response: Many of the concerns identified above are being addressed through the incorporation of additional policies into draft OPA 620:

- The Plan provides for establishment of a coordinating committee, including the City of Toronto, York University Development Corporation, Black Creek Pioneer Village, Hydro One, CN Railway Properties, landowners, and TRCA and the transit providers to oversee and facilitate the coordinated implementation of the

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- plans north and south of Steeles Avenue and address specific issues regarding built form, roads and transportation, community services, noise and streetscaping on an ongoing basis;
 - The Plan has been revised to establish appropriate height ranges and requires transitioning in height and mass for buildings adjacent to open space sites. Policies respecting the transfer of density have been clarified. They provide for density transfers when additional lands are required for public uses beyond those identified on Schedule C, and they permit transfers of density among development sites within a block provided the minimum densities set out in the plan are achieved on every lot;
 - The Plan incorporates additional streetscaping policies including requirements specific to Steeles and Jane frontages opposite Black Creek Pioneer Village; The policies call for the “greening” of Steeles to occur primarily within the right-of-way, but also adjusts the build-to line to permit additional front-yard landscaping;
 - The Plan provides for enhanced treatment of the existing stormwater pond on Steeles Avenue, and an associated pedestrian connection, to establish a green connection to Steeles Avenue opposite BCPV. Other pedestrian connections linking open spaces within the Corridor to Steeles have also been added to Schedule C;
 - The Plan identifies the initiation of the EA for the east-west road as the top priority in the implementation of the Plan following its approval;
 - The Plan provides for coordination between Vaughan’s and Toronto’s bicycle route plans;
 - In terms of the provision of community services, the following statement has been added to the Plan: “The City is undertaking a master plan for the provision of Recreation, Culture, Parks, Buildings, Facilities and Libraries over the next 10 – 12 months. Through this process, a series of recommendations will be made which will evaluate and if necessary include any consideration for parks, recreation facilities and services in OPA 620”;
 - The Plan provides for the City to undertake a comprehensive study of the Amendment Area’s stormwater management requirements, including innovative practices and environmental sustainability measures, following approval of OPA 620; and
 - The Plan incorporates policies providing for protection of the Black Creek watershed, as well as other environmental sustainability objectives.
6. The York University Development Corporation requests that the description of ongoing planning work to update the secondary plan and master plan for York University be modified.

Staff Response: Staff agree and have reflected the suggested changes in Sections 2.1 and 8.2, of the revised OPA 620, as follows:

- 2.1 “York University and the City of Toronto began a collaborative process to update the York University Secondary Plan in mid-2005. It is a goal of the exercise to develop a planning framework of appropriate land uses and development densities to support the significant infrastructure investment on the planned expansion of the Spadina subway line. It is expected the updated Secondary Plan will also provide the necessary policy direction to ensure development along the University 's Steeles Avenue frontage will be consistent with, and complementary to the anticipated development within the lands that are the subject of this amendment.”
- 8.2 a) iii “how the development has regard for the land use and design policies of the York University Secondary Plan that are applicable to the Steeles Avenue corridor”

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7. The Region of York has identified the following issues as the basis for further discussion:
- OPA 620 should address the policies of the Provincial Policy Statement with regard to employment areas;
 - OPA 620 should include bonusing provisions to permit public benefits to be secured in particular with respect to rapid transit infrastructure and community needs;
 - Consideration should be given to increasing minimum heights and densities, and permission for density to be transferred from lands required for public roads to address development economics concerns; and
 - Policies governing existing uses need to ensure that expansion of existing low density uses are not enabled to undermine critical development opportunities, and key objectives like transit-supportiveness, given the impending subway expansion.

Staff Response: Staff acknowledge the concerns identified by York Region, and have addressed them in the revised draft OPA 620, as outlined below:

- Part A – Preamble of OPA 620 has been modified to incorporate discussion of the PPS, and OPA 620's consistency with the PPS;
- Bonusing provisions have been introduced to the Plan;
- The minimum heights and densities established in the Plan discourage low-density development while recognizing that greater densities may not be achievable until the subway expansion is completed; also, the Plan now provides that density may be transferred and utilized from lands which are required for public roads; and
- Besides encouraging the redevelopment of existing low-density uses, the Plan establishes strict criteria to be met by plans to expand such uses, to ensure the long-term objectives of the Plan are not compromised.

D. Staff-Initiated Modifications To the Draft Amendments

Upon further review of the draft OPA documents, Staff have introduced several modifications to refine and improve them, and to make them more understandable and usable:

1. Mapping revisions

Staff have made minor modifications to Schedules D, F and H to provide greater clarity and accuracy in the presentation of mapped information within the Amendment Area.

2. Streetscaping policies

Staff have introduced a number of additional streetscaping policy provisions (new subsection 4.3.7) to clarify the City's requirements for the new streets within and bordering the Amendment Area, and ensure that future development will satisfy the vision for the Amendment Area.

3. Energy Conservation policies

Staff have introduced a number of energy conservation policy provisions to recognize the need to encourage development which is as efficient as possible in terms of its design and future functioning with respect to energy utilization.

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4. Urban Design – Windows

In order to clarify the City's requirements with respect to the provision of windows, Staff have introduced the following policies to the Urban Design section:

- All commercial and residential buildings shall have windows fronting onto the public street system.
- In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important that appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the outside and inside of the building, and shall not be opaque.

OVERVIEW OF THE REVISED OFFICIAL PLAN AMENDMENTS

Policy and Planning Context

Provincial Policy Statement (PPS)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. For 'Employment Areas', which include the lands subject to draft OPA 620, the PPS provides:

"Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) planning for, protecting and preserving employment areas for current and future uses; and
- d) ensuring the necessary infrastructure is provided to support current and projected needs."

The PPS defines 'Employment Area' as 'those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities'.

Draft OPA 620 provides for the Amendment Area to become a mixed use area, with a variety of retail, office and residential uses, as well as other community uses. The Amendment Area will continue to be an employment area, and will provide significantly more employment than previously, owing to the anticipated redevelopment of existing low intensity uses to higher intensity uses like major office and retail development. Introduction of a wider range and mix of uses will also help to achieve more compact form, support the efficient use of public transit and other infrastructure, and enable a larger population to function in a 'live-work' situation, without the need to commute.

Draft OPA 620 is consistent with the policies of the PPS.

Regional Official Plan

As the upper tier planning document that provides the framework for achieving the Region's
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urban structure, the Secondary Plan must conform to the York Region Official Plan (ROP). The ROP includes policies in Section 5.4. – “Corridors” encouraging area municipalities to comprehensively examine such arterial corridors to provide opportunities for mixed use and higher densities. OPA 620 satisfies these goals. The Regional Plan also identifies Jane Street as a Regional Corridor, and Steeles Avenue as a Local Corridor. Regional corridor policies also apply to Local Corridors that have rapid transit services and facilities in support of this infrastructure.

Early in 2005, the Region amended the ROP (Amendment 43), strengthening the policy support for identified nodes and corridors. ROPA 43 provides for area municipalities to identify ‘Key Development Areas’, and would support the identification of the lands subject to OPA 620 as one of Vaughan’s ‘Key Development Areas’. York Region staff have indicated that the proposed policies in OPA 620 are consistent with and supportive of the ROPA 43.

Official Plan

The amendment area is currently designated as “Employment Area” under OPA 450, which was approved in 1996. It is primarily aimed at providing for industrial/employment and related service uses. The Hydro One transmission corridor forms the north border of the amendment area and is subject to the policies of the Parkway Belt West Plan.

Approved in 2001, OPA 529 designates a below grade higher order transit right-of-way to accommodate the extension of the Spadina subway to the Vaughan Corporate Centre. OPA 529 also directed that a land use study be conducted in the Steeles Avenue corridor from Jane Street to Keele Street to provide for land uses that would respond to and support the transit initiatives. The Steeles Corridor study was prepared in response to this policy.

Zoning

Almost the entire area is zoned Prestige Employment Area Zone - EM1 except for three properties: 1) the northeast corner of Jane and Steeles was zoned C1 by a 1998 OMB decision permitting two (2 and 4 storey) buildings for a crematorium and columbarium; 2) more central to the amendment area is an exception that permits eating establishments, banks and financial institutions, with or without a drive-through, and business and professional offices; and 3) on the north edge of the amendment area, the Hydro Corridor is zoned PB1S - Parkway Belt Linear Facilities Zone.

Existing Uses

From west to east, the Amendment area includes the following uses:

- a vacant site that is approved for a mausoleum/crematorium;
- a stormwater management pond on Steeles Avenue owned by the City of Vaughan;
- the United Parcel Service (UPS) distribution facility;
- York Region’s vacant 5 acre site acquired for a transit terminal/commuter facility;
- a vacant parcel owned by the Glen Corporation;
- four single storey employment buildings; and
- vacant lands owned by the Steeles–Keele Investments Ltd., including a 4 storey office building under construction on the northwest corner of Keele Street and Steeles Avenue West.

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On the north side of these parcels is the Hydro One transmission corridor that is owned by the Province of Ontario.

Development Applications

The OMB has approved development of a mausoleum/crematorium on a site on the northeast corner of Jane Street and Steeles Avenue. The owner has not yet submitted a site plan application to proceed with this development.

United Parcel Service (UPS), owner and operator of a large parcel distribution facility on the lands just east of Jane Street, has submitted a site plan application to permit a significant expansion of their building eastward into the vacant portion of their site. This vacant area has also been identified as a possible location for a part of the proposed transit station facilities, and is subject to the EA currently being completed for the Spadina subway extension. The City is in discussions with UPS regarding their proposed expansion.

Steeles-Keele Investments Ltd. (SKI) is the owner of approximately 16 hectares, which constitutes the eastern third of the Amendment Area. Construction of a 4-storey office building on the northwest corner of Keele and Steeles is already complete. In addition, the owner wishes to proceed with approvals to develop the balance of the property, which could include high density mixed-use development with a range of office, commercial, and residential uses. Staff have met with the owner and his architect several times, and continue to work with them toward a master plan for the site.

Outside the Amendment Area, on the northeast corner of Steeles Avenue and Keele Street, a site plan application for a four-storey office building has recently been approved.

Planned Transit Improvements

There are Environmental Assessments currently underway for two projects that will, if implemented, dramatically improve transit service to this area. The policies of OPA 620 are designed to provide for a development regime that will support the introduction of higher order services to the area by providing uses and densities that can take advantage of the higher level of accessibility. The status of the EA studies is discussed below.

The Highway 7 Corridor & Vaughan North-South Link Public Transit Improvements

This individual environmental assessment is being conducted by the Region of York. Its purpose is to improve public transit infrastructure in the Region's primary east-west corridor and its western north-south corridor to increase ridership and support linkages to other GTA transit systems. The EA was completed in August of 2005 and has been submitted to the Ministry of the Environment for approval. The EA is recommending that rapid transit services be introduced along Highway 7 and in the Vaughan North-South Link, which connects the Vaughan Corporate Centre to the York Regional Terminal site on Steeles Avenue across from York University.

Initially the system will be operated as a Bus Rapid Transit service, with the buses primarily running in dedicated lanes. In areas of constraint, the buses will operate in mixed traffic. The EA will also confirm the subway alignment, which will provide for the further extension of the Spadina subway, north from Steeles Avenue to the Vaughan Corporate Centre.

A subway alignment was originally identified in OPA 529. The EA study confirms the portion of the OPA No. 529 subway alignment that is located on the west side of Jane Street north of Highway 7, which ultimately intersects with the Millway Road road allowance at Highway 7. How the subway extension reaches the west side of Jane Street will depend on the alignment that is ultimately approved in the ongoing Toronto/TTC Spadina Subway Extension EA. In advance of

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the approval of this work, the Highway 7/Vaughan North-South Link EA identifies a “Tie In” zone where the alignment can be adjusted to link to the Toronto/TTC EA. The “Tie In” would occur through a later amendment to the EA.

The Highway 7/Vaughan North-South Link EA is more advanced in the process than the Toronto/TTC Spadina Subway Extension EA. This EA could receive approval in the summer of 2006.

The Toronto/TTC Spadina Subway Extension EA

The purpose of this EA is to identify the alignment of a subway extension from Downsview Station at Sheppard Avenue to Steeles Avenue in the vicinity of the York Region terminal site. The EA was approved for submission by Toronto City Council in December, 2005, and was submitted to the Ministry of Environment in February, 2006. Approvals could be obtained by early autumn, 2006.

The Toronto/TTC EA has confirmed the role of the Steeles West Station as a major inter-regional facility, featuring commuter parking in the hydro corridor north of Steeles Avenue and three bus terminals with 30 to 40 bays to accommodate the TTC, GO and the Viva/YRT services. The preferred subway alignment varies from what was originally identified in OPA 529. The EA alignment crosses Steeles Avenue diagonally with the station straddling the north and south sides of the street. The OPA 529 alignment was contained entirely within the Steeles Avenue right-of-way, curving north to the Corporate Centre closer to Jane Street.

The preferred Toronto/TTC subway alignment has been examined and it can tie in with the alignment that was identified in OPA 529 from a point immediately to the south of Highway 407. It then heads into the Corporate Centre along the OPA 529 alignment, ultimately intersecting with Highway 7 at Millway Road.

On March 23, 2006, the Province announced its commitment to the extension of the Spadina subway to the Vaughan Corporate Centre at Highway 7. This will negate the need for the interim bus rapid transit service, and allow for the immediate implementation of subway technology. This will enhance access to the OPA 620 amendment area making it a major focus for subway riders, bus passengers and drivers using the planned commuter lot.

Preparation of Revised Draft OPA 620

The revised draft OPA 620 is the result of a lengthy planning and public consultation process. Based on technical analysis from the City's planning, urban design, transportation and market consultants, as well as agency comments and public/landowner input, a ‘preferred option’ was developed in the form of the initial draft OPA 620, which was presented to Public Hearing on October 4, 2004.

The initial draft of OPA 620 was intended to provide densities that take advantage of their proximity to higher order transit service and supply the necessary ridership support. However, due to concern that the proposed densities might not be high enough to properly support the introduction of higher order transit to the area, Council directed that higher densities be examined to determine their planning implications. Council also directed that street townhouses and semi-detached dwellings be deleted as permitted uses from the Plan, in favour of higher intensity uses.

Subsequently, the City's consultants examined additional higher density scenarios for the Amendment Area, and concluded that higher development densities, consistent with the “Increased Density Scenario”, can be supported, as they have a relatively modest impact upon the functioning of the major intersections in the Study Area. This conclusion makes clear that the proposed new east-west road, and the north-south roads linking to Steeles Avenue are crucial to

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the efficient operation of the road network. These new roads significantly enhance the capacity of the network and facilitate traffic movement throughout the subject lands, thereby reducing the pressure on the existing arterial network and its major intersections. A similarly enhanced road network on the south side of Steeles is equally important to the viability of new development there.

The distribution of development densities, and the character of new development are important considerations in minimizing the impact of new development on the road network. A concentration of density in close proximity to the new transit station will serve to maximize transit ridership and reduce the generation of auto trips originating from or destined to the new development within the subject lands. A concentration of residential development is the preferred solution as residential uses are a significantly lower generator of auto trips than major office or large format retail commercial development.

The increased amount of permitted development reflected in the revised OPA 620 implies an increase in the number of workers and residents, and greater needs for hard services, schools, parks and community services. Greater attention to urban design and streetscaping is also required, as well as additional requirements to address noise and other micro-environmental concerns (ie. wind, weather protection, etc.). Consequently, the revised OPA 620 incorporates a number of policy modifications and refinements to ensure that these concerns are appropriately addressed.

An Overview of Revised Draft OPA 620

To achieve higher density development, revised draft OPA 620 includes three levels of land use intensity that are related to their proximity to the transit station, with the highest density at the station site. The densities are reduced as the distance from the station increases. This approach to the distribution of densities within the development area recognizes that transit ridership is related to distance from the transit stop, with the highest levels of ridership being achieved within a 400-metre distance, or about a five minute walk.

Key components of the revised draft OPA 620 (see Attachment 1), include:

“Transit Core” designation

within 250 metres of the proposed Transit Station site
Floor Space Index (FSI) target of 4.0

➤ **“Transit Transition” designation**

from 250 metres to 500 metres of the proposed Transit Station site
FSI target of 2.5

➤ **“Corridor” designation**

beyond 500 metres from the proposed Transit Station site
FSI target of 1.5

Revised draft OPA 620 includes a range of land uses that provide the opportunity for transit riders to walk short distances between multiple activities. The range of permitted uses include:

high density residential;
prestige office employment;
commercial uses in mixed-use development, and
public and institutional uses.

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Table 1: Land Use Distribution

	Area (Hectares)	Area (Acres)	%
Total Study Area	48,03	118.7	100
Development Parcel Area	27,08	66.9	56.4
Open Space Area	3,93	9.7	8.2*
Institutional Area	1,75	4.3	3.6
City Owned SWMP	1,03	2.5	2.1
Primary and Secondary Road Area	14,25	35.2	29.7

* Open Space Area will be finalized based upon the 2007 Parks and Recreation Master Plan

The “Transit Core” designation provides for major office development directly on Steeles Avenue at the transit station, as well as an Urban Plaza, High Density Residential uses, including apartments and other multi-unit housing types (e.g., block and stacked townhouses), Public and Institutional Uses, and Mixed Use development.

The “Transit Transition” designation provides for a transition in scale between the high density development in the Transit Core, and the lower density development further east and west. The “Transit Transition” designation permits essentially the same range of uses as the “Transit Core” designation, but limits single use prestige office employment uses to a maximum density of 0.5 FSI.

The “Corridor” designation provides further for transition to the low density development surrounding the Amendment Area. The “Corridor” designation has the same range of permitted uses at a lower scale than the “Transit Transition” designation.

Retail uses are permitted in all areas of the plan but may be provided only at grade, as a component of a multi-storey building, and only as an ancillary use to the main use in a building combined with High Density Residential, Prestige Office, or Public/Institutional uses.

Public/Institutional uses, including schools, parks and community facilities, are permitted in all areas of the plan without requiring an amendment. Draft OPA 620 conceptually identifies the locations of three Neighbourhood Parks, five Neighbourhood Squares/Green, an Urban Plaza, and one elementary school site (Attachment 3). The school site has been identified at the request of the York Region District School Board.

Revised OPA 620 includes policies respecting noise and vibration, which are a potential concern considering the Amendment Area’s proximity to the CN rail yard, the continuing presence of active industrial uses, principally UPS, and the future subway line and bus terminal. Identification of the limits and levels of noise sources and their mitigation is required. Residential and other sensitive land uses will require a noise and vibration study to be undertaken to the satisfaction of the City and CN; if feasible, mitigative measures will be required as a condition of approval. Residential and other sensitive land uses may also be required to undertake mitigation to address impacts associated with noise originating from the subway, bus and truck traffic.

Revised OPA 620 incorporates significant improvements to the road network north and south of Steeles Avenue (see Attachment 2). North of Steeles Avenue, a new east-west road running continuously from Jane Street to Keele Street is proposed, together with seven north-south roadways linking the east-west road to Steeles Avenue. A similar road network is shown conceptually south of Steeles, anticipating that additional roads will likely be needed to accommodate future development there, but recognizing that it is outside the Amendment Area and will be subject to the outcome of the process to update the York University Campus Master Plan. Revised OPA 620 also supports the continued protection of the subway corridor to the Vaughan Corporate Centre as established by OPA 529.

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Respecting existing uses, given that the ultimate target densities provided in the plan may take time to achieve, policies are included in the plan that permit those existing uses to continue.

Revised OPA 620 also makes provision for establishment of a Community Improvement Plan within the Amendment Area. Until recently, the Amendment Area has been viewed primarily as a place for low-density employment uses. To help make a shift towards the transit-based vision embodied by this plan, it will be necessary for the City to take a supportive role towards transit-supportive development densities. The plan includes policies to allow the City to designate all or part of the amendment area as a Community Improvement Area under Section 28 of the Planning Act. This gives the City an opportunity to develop and provide a financial and/or land use incentive package (e.g. including development charges, parking requirements, parkland dedication, municipal fees, etc.) to development that helps to fulfill the new transit-supportive vision.

Revised OPA 620 includes urban design policies intended to achieve buildings and spaces that support the permitted uses and densities of the plan, and help to establish an environment, which is strongly transit-supportive and pedestrian-oriented in character. The proposed OPA 620 includes policies regarding: built form, building heights, setbacks, street wall, building massing, open space, pedestrian realm, and road allowance and streetscaping. The key elements of the urban design policies include: 'build-to' lines to create "street walls" along Steeles Avenue and the north-south local roads; setbacks that support the street edge, as well as enhanced streetscapes on Steeles Avenue and the north-south local roads; and the locating of parking and service areas at the rear of buildings.

Relationship to Vaughan Vision 2007

This report and the draft OPA will serve to implement priorities previously set by Council in Vaughan Vision 2007. The following sections of Vaughan Vision are applicable:

Section 3 (Transportation and Transit Infrastructure):

- the TTC Spadina subway extension project to Vaughan
- solutions to traffic gridlock
- the Region of York and other agencies to ensure higher order transit
- land use designation and urban form to support transit usage
- growth that does not outpace the road network
- regional and provincial initiatives on transportation infrastructure
- bicycle and pedestrian networks

By providing land use support for the high order transit to Steeles Avenue, the City of Vaughan is also supporting the ultimate extension of the subway to the Vaughan Corporate Centre (Section 4.1.).

The necessary resources were allocated and approved by Council upon adoption of this project's initial terms of reference.

Conclusion

The Steeles Avenue Corridor Land Use Review – Jane to Keele Street – provides Vaughan with perhaps the best near term opportunity to implement land use policies that will support the introduction of high order transit.

Extensive consultation with members of the Technical Advisory Committee, landowners, and the public has resulted in a land use vision and plan that can guide development in the area for many years to come.

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OPA 620 establishes a policy framework that:

- introduces a range of new land uses;
- provides higher density mixed use development;
- guides the delivery of the necessary infrastructure, open space and community services;
- sets out clear rules for the design of development;
- establishes a pedestrian-friendly human-scale environment; and
- strongly supports public transit ridership.

In Staff's view, draft OPA 620 is consistent with Provincial and Regional policy. OPA 620 will guide the creation of a new and recognizably 'urban place' featuring high quality development which will complement York University and make efficient use of the extended Spadina subway into Vaughan. Should Council concur, OPA 620 should be adopted.

Attachments

1. Schedule A – Land Use and Density, Draft OPA 620
2. Schedule B – Conceptual Street Network, Draft OPA 620
3. Schedule C – Conceptual Open Space Network & Public Amenities, Draft OPA 620

Report prepared by:

Paul Robinson, Senior Planner, ext. 8410
Wayne McEachern, Manager of Policy, ext. 8026

/RF

(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 74, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**74 THORNHILL YONGE STREET STUDY (2002)
DRAFT OPA AMENDMENT 669
FILE: 19.26**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved, subject to inserting the phrase “and with extensive consultation with the Society for the Preservation of Historic Thornhill (SPOHT)” after the word “consultants,” in Clause 2 (ii);
- 2) That Arnold Avenue be designated as a local street within the context of the Official Plan;
- 3) That the partners in this project, as identified, establish and maintain an ongoing process of communication and consultation with the members of the community and representatives of SPOHT;
- 4) That the deputation of Mrs. Marion Matthias, 33 Colborne Street, Thornhill, L3T 1Z4, be received; and
- 5) That the written submission of Mr. John A. R. Dawson, McCarthy Tétrault LLP, Box 48, Suite 4700, Toronto Dominion Bank Tower, Toronto, M5K 1E6, dated June 19, 2006, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT OPA 669, based on the land use and urban design recommendations of the Thornhill Yonge Street Study (2005), BE APPROVED.
2. THAT the following initiatives be undertaken by City Staff:
 - (i) Prepare a City by-law amendment to designate the Study Area as a Community Improvement Area under Section 28 of the Planning Act.
 - (ii) With the support of appropriate consultants, review and revise the Thornhill Heritage Conservation District Plan (including signage and lighting policies) in co-ordination with the Town of Markham, and in accordance with the new OPA policies.
 - (iii) Establish a joint Yonge Street Streetscape and Transitway Project Management Team among City of Vaughan, Town of Markham, and the Region of York staff to work collaboratively to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements to accommodate the Transitway and streetscape concept.
 - (iv) Explore the potential for a joint City of Vaughan/Town of Markham Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 929 sq.m (10,000 sq. ft), and all infrastructure projects.

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Economic Impact

There will be an economic impact to the City of Vaughan to retain consultants necessary under recommendation 2(ii). Otherwise the necessary resources have been allocated and approved. The proposed policy changes will permit additional new assessment to the local tax base.

Purpose

To address comments and issues identified at the May 15, 2006 Public Hearing respecting draft OPA 669 (The Thornhill Yonge Street Study), and to submit the Official Plan for the consideration of Committee of the Whole.

Background - Analysis and Options

The Thornhill Yonge Street Study- 2005

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

- Visioning workshop on February 27, 2003
- Presentation to the Stakeholder Consultation Group (SCG) on May 5, 2003
- Public Open House on May 28, 2003
- Business and Commercial Property Owner “round table discussion” on July 3, 2003
- Presentation to SCG on November 27, 2003
- Public Open House on December 4, 2003
- Public Open House on April 27, 2004

The Thornhill Yonge Street Study was completed in four phases:

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

Special Committee of the Whole Meeting of February 27, 2006

The Thornhill Yonge Street Study was received at the Special Committee of the Whole meeting of February 27, 2006 along with the Staff Report summarizing the recommendations. At the Council meeting which followed on March 20, 2006, Council approved the Staff recommendation to receive the study and to endorse its recommendations as the basis of an amendment to the Thornhill Vaughan Official Plan (OPA 210). In addition, Council directed that comments of the community expressed at the meeting be considered by Staff and that the following written submission of Councillor Shefman be approved:

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- “1. That discussions be initiated with the Town of Markham and Region of York respecting the implementation and associated cost-sharing of the Thornhill Yonge Street Streetscape Improvement Program;
2. That Staff be directed to prepare a report to a future Committee of the Whole meeting which:
 - a) establishes a timetable to guide implementation of the Thornhill Yonge Street Plan;
 - b) provides for an annual report to Council on the progress of implementation;
 - c) examines the implications and opportunities for the Thornhill Heritage Conservation District presented by the new Ontario Heritage Act;
 - d) describes a development approval process which will ensure that new development within the Thornhill Yonge Street Study Area will be of the highest quality and complement existing heritage resources; and
 - e) establishes a permanent coordinating body, under the leadership of the City of Vaughan and Town of Markham, to oversee the ongoing implementation of the Thornhill Yonge Street Plan.”

Public Hearing of May 15, 2006

The Public Hearing for Draft OPA 669 was held on May 15, 2006. On May 23, 2006, Council received the Public Hearing, and directed Staff to address any issues identified at the hearing in a comprehensive report to Committee of the Whole.

Comments Expressed at the Public Hearing of May 15, 2006

Comments expressed at the Public Hearing by Council and residents, and Staff’s responses to them, are addressed as follows:

- (i) **The proposed height maximum of 5 storeys for the “Mid-Rise/Mixed-use” designation was questioned in terms of its appropriateness in the Heritage Conservation Area, where existing development on the west side of Yonge Street (Vaughan) is a maximum of 3 storeys in height.**

Counter to this comment, a proponent for the Thornhill Village Plaza Inc. development applications suggested that the height maximum should be increased from 5 storeys to 9 storeys.

Staff Response: The Thornhill Heritage District Study (1984) generally recommends that new development be compatible with existing two and three storey buildings within the district. The proposed Official Plan limits development within the immediate proximity of existing heritage structures to three storeys in height, and permits up to five storeys in four areas of the Study Area which are more removed from heritage structures. Any new development will be required to be compatible with the character of the village.

Given the Region’s strong commitment to and investment in, improved transit service through the Study Area, and a total absence of new development or redevelopment in the area in the past several years, it is considered imperative to permit a modest increase in permitted heights in the suggested locations as an incentive for redevelopment. Additional density will improve the

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general economic viability of businesses in the area, including those which are operating out of existing heritage buildings. The increase in density is also in accordance with Provincial and Regional policies for intensification of development along higher order public transit corridors.

(ii) The question of whether it is appropriate to identify Arnold Avenue as a secondary street rather than a local street in OPA 669 was raised.

Staff Response: The Thornhill Yonge Street Study identifies four secondary streets within the study area:

- Elgin Street
- Arnold Avenue
- John Street
- Centre Street

The OPA 669 policies distinguishing between secondary streets and local streets, relate to streetscaping only and do not imply that all secondary streets are intended to carry the same volume of traffic. Secondary streets have a supporting function to primary streets, both from transportation and urban design perspectives. They generally carry higher volumes of traffic than local streets identified in the study area. The proposed Official Plan has incorporated policies to implement the vision for these streets and their intersections with Yonge Street as prominent pedestrian locations within the study area. Policies for streetscaping of the primary streets include upgrading of sidewalks, special paving, pedestrian scale lighting, and street tree planting. Where permitted by the extent of the public right-of-way, secondary-streetscape improvements will include a 2.2 m “Streetscape Furnishing and Planting Zone” and a 3 m “Walking Zone”.

Streets identified as local streets within the study area are also proposed to receive enhanced streetscaping, however the entire streetscape zone is 4.2 m, rather than the 5.2 m width proposed for secondary streets.

The Elgin/Arnold Street precinct is also identified as a special pedestrian location in the Thornhill Yonge Street Study. The vision for the precinct establishes a series of public park spaces and open spaces defined by existing and new built form, to create a green and connected pedestrian environment at the southern entry to the study area. Currently, a wide island separated right-turning lane encourages high travel speeds onto Arnold Avenue from Yonge Street. The land use plan replaces the island turn lane with a new parkette.

Organization of this Report

The balance of this report provides an overview of the planning and policy context in which the Thornhill Yonge Street Study was carried out, and summarizes the key policy components of draft Official Plan Amendment #669 which implements the policy recommendations of the Study.

Location

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

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Existing Uses

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

The Planning Context

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

- The Provincial (Planning) Policy Statement
- The York Region Official Plan
- OPA #210- The Thornhill Vaughan Community Plan
- The City of Vaughan Thornhill Heritage Conservation District Study

Provincial Planning Policy

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

The York Region Official Plan

The York Region Official Plan establishes a commitment to invest in transit infrastructure, including streetscaping within identified centres and corridors. The Yonge Street corridor is to have a dedicated rapid bus transitway which is scheduled for construction for 2006-2007. The environmental assessment process for this transit improvement is now close to completion. The Region’s policy framework supports mixed-use intensification of transitway corridors and centres. The Region recently refined its transit supportive land use policies, density targets and urban design performance standards through OPA #43, which was adopted on December 16, 2004. The draft OPA conforms with Regional policy.

The Thornhill Community Plan (OPA #210)

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

- Retention of historical buildings;
- Preservation of mature landscape elements;
- Creation or preservation of a landscape buffer between commercial uses and residential uses;
- Development of design guidelines for parking areas and access;
- Pedestrian linkages; and
- Pedestrian access to building entrances from Yonge Street.

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

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The City of Vaughan Thornhill Heritage Conservation District Study

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

Development Applications (OP.05.004 & Z.05.011)

Thornhill Village Plaza Inc. and M4 Developments have jointly submitted Official Plan and zoning amendment applications for the lands located at consecutive lots 7584 and 7610-7616 Yonge Street within the Thornhill Yonge Street Study Area. The proposal is to permit the construction of an 11-storey seniors' condominium building.

The lands are located primarily in the "Mid-Rise Mixed-use" designation, with a small portion at the north end, falling within the "Heritage Main Street" designation. The proposal is contrary to policies contained in proposed OPA 669, and the Thornhill Heritage Conservation District Plan. The condominium development is 6 storeys higher than the maximum permitted height in the "Mid-Rise Mixed-Use" designation, and 8 storeys higher than that permitted in the "Heritage Main Street" designation. In addition, the OPA requires commercial at grade, and a more articulated built form than that of the proposed building.

Key Elements of the New "Vision" For Yonge Street

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

- A predominance of commercial/retail uses situated along the street comprising specialty niche markets, including food, lifestyle and boutique stores, the ethnic market, neighbourhood and convenience shopping.
- An attractive, high quality, pedestrian-friendly, transit-supportive streetscape along Yonge Street comprising a primarily hard surfaced streetscape with in-ground street trees, distinctive pedestrian-scale lighting, streetscape furnishings and treatments, and a 3.5 metre wide raised centre landscape median.
- Transit supportive mid-rise intensification in some sections of the corridor, with maximum heights of 5 storeys, to better address the scale and width of the street, improve street definition, support increased transit use.
- Protection and enhancement of heritage resources and their environs through the redevelopment process aimed at highlighting and celebrating these core assets.
- New public parks, plazas and places for meeting and gathering along the side streets at established destinations including the York Market and in the area of the Thornhill Public School at the Elgin/Arnold intersection, and at the new transit station at the Thornridge/John Street intersection.

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- Building height and massing transitions to ensure compatible fit with existing neighbourhood fabric and to respond to the location and importance of heritage assets along the corridor.
- Small-scale infill projects to complement existing two and three storey developments including infill of the Bell office site, new house form mixed-use development in the Lion's Parkette area, and new house form residential developments adjacent to the neighbourhoods at the John Street Transit Node.
- Enhancement and connection of the total open space resource linking planned open space improvements along Yonge Street and the side streets to existing parks, trails, and the neighbourhoods.
- A pedestrian priority zone on Yonge Street which limits the number of private driveway access points from Yonge Street to promote a pedestrian environment, while reducing congestion and left turning movements on Yonge Street.
- Access and parking at the rear of Yonge Street properties to promote shared access and parking solutions.
- High quality buildings and public spaces exemplifying design excellence through the use of specific design guidelines and other criteria.

Land Use Recommendations

The land use recommendations arising from the Yonge Street Study provide the policy basis for draft OPA 669. These recommendations are based on the vision, key planning principles, goals, analysis, and conclusions outlined in the study report. The following land use designations and key principles are included as policies within the draft OPA.

This amendment incorporates the land use and urban design policy components of the Thornhill Yonge Street Study (2005). The land use designations established in this Plan reflect the Land Use Plan from the Study. The principal changes introduced by the Plan are the creation of two new land use designations. A similar land use policy framework is being implemented by the Town of Markham, such that development on both sides will be mutually complementary while recognizing some differences in context.

A. Land Use Designations

1. Mid-Rise/ Mixed-Use Designation

The "Mid-Rise /Mixed-Use" designation permits buildings at a maximum height of 5 storeys, with maximum net site density of 2.0 Floor Space Index (F.S.I.). The maximum height is also subject to specific urban design requirements.

This designation applies to only those properties where new development is appropriate within the Plan and where designated or listed heritage buildings are not located. A minimum building height of 2.5 storeys is also required for new development. Ground floor, grade-related commercial development is required on Yonge Street, and along public open space/plaza frontages. Residential and office uses are encouraged for storeys above grade. This designation is introduced to encourage new development in keeping with the vision and intent of the Plan. The height and scale of permitted development is intended to provide an incentive for redevelopment, while respecting the heritage character and scale of valued heritage resources, and proximity to the neighbouring low density residential community. A maximum of five storeys is deemed appropriate in this context, to support transit services and retail businesses.

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The following uses may be permitted within the “Mid-Rise/Mixed-use” designation:

- (i) A full range of multiple dwelling types including townhouses, stacked townhouses and apartments;
- (ii) Retail uses;
- (iii) Service uses;
- (iv) Offices;
- (v) Banks and financial institutions;
- (vi) Health and fitness uses;
- (vii) Institutional facilities including community facilities and government services;
- (viii) Day care centres;
- (ix) Commercial schools; and,
- (x) Restaurants.

2. Heritage Main Street Designation

The “Heritage Main Street” designation applies only to those lands where designated or listed heritage buildings are located, and sites where, due to their size and proximity to heritage buildings, only sensitive and complementary urban infill is appropriate.

Within this designation, a maximum height of 3 storeys is permitted, with maximum net site density of 0.75 FSI. The primary intent of this designation is the protection and adaptive re-use of existing heritage buildings, rather than encouraging their redevelopment.

The following uses are permitted within this designation:

- (i) Retail uses;
- (ii) Service uses;
- (iii) Offices;
- (iv) Banks and financial institutions;
- (v) Hotels and bed and breakfast inns;
- (vi) Institutional uses, including community facilities and government services compatible with and complementary to the planned function of the designation;
- (vii) Full service restaurants; and,
- (viii) Residential uses on upper floors only, subject to ensuring that the planned function of the lands is maintained, and that the location is appropriate.

3. Low Density Residential and Institutional Designations

Some existing low density residential uses are located within the Plan, fronting onto local streets. The Thornhill Public School is an institutional use located at the intersection of Arnold Avenue and Yonge Street. These properties remain subject to the policies of the Thornhill-Vaughan Community Plan (OPA 210) and the Thornhill Heritage Conservation District Plan.

4. Public Open Space /Plaza Designation

The Plan includes three sites designated “Public Open Space /Plaza”, two of which (the Arnold Parkette and Thornridge Drive Parkette), are new additions to the area’s public open space supply. The third is the expanded Lions Parkette at Centre Street. All three are community amenity spaces intended to enhance and complement adjacent commercial and neighbourhood uses. The design of these parks will be addressed as part of redevelopment proposals on neighbouring properties.

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B. Other General Land Use Recommendations

- (i) The Yonge Street Study Area, should be a vibrant mixed-use area, with a predominance of commercial land uses on Yonge Street, with residential uses encouraged above grade.
- (ii) All development should be street-related in character.
- (iii) The general policy intent of the Heritage Conservation District Plans of both municipalities respecting the enhancement and preservation of significant heritage assets should remain, and be updated, to protect the unique heritage resources of the district.
- (iv) The general commercial and automotive service designations in the Vaughan Official Plan should be eliminated within the Study Area, and replaced by the proposed land use plan. Existing automotive service designations will become legally non-conforming uses.
- (v) A minimum building height of 2.5 storeys should generally be adopted for all new development on Yonge Street within the Study Area.
- (vi) The Urban Design Framework and Urban Design Guidelines articulated in the Thornhill Yonge Street Study (2005) should be incorporated as specific design criteria within the Official Plan Amendment and the Thornhill Heritage Conservation District Study (1984).
- (vii) Drive-through facilities or outdoor storage uses will not be permitted,.
- (viii) A special sign by-law will be established to apply within the Study Area.

Urban Design Framework/Guidelines

The Thornhill Yonge Street Study (2005), defines an Urban Design Framework and Urban Design Guidelines which provide specific performance criteria to organize, structure and guide development of the Thornhill / Yonge Street Plan Area in the future. These elements will be used in conjunction with amendments to the policy framework to ensure the creation of a high quality, pedestrian-friendly, and attractive built form environment that is compatible with adjacent neighborhoods and existing heritage resources, and appropriate to the provision of a higher order Rapid Bus Transitway.

The Urban Design Framework establishes requirements to organize, structure and guide the development of primary urban components within the corridor. Guidance respecting the elements of the built environment have been provided, however a more detailed streetscape plan will need to be developed in consultation with York Region and the Town of Markham. The Urban Design Framework establishes policies for the Street Classification/Movement System, the Public Realm, Built Form, the Streetscape Improvement, and General Site Development.

a. The Street Classification/Movement System

The Street Classification System is composed of primary, secondary and local public streets and private laneways, each having a distinct and important role in accommodating pedestrian and other types of movement, as well as defining the character of the public realm.

The Street Movement System focuses on outlining the components of a balanced movement system that will enable Yonge Street to perform many functions without shifting the balance to favour one form of movement over another. The Street Movement System describes in greater detail the components of the functional transportation system (see Appendix II).

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b. The Public Realm

Public open spaces include plazas, publicly accessible open spaces, public realm focal points, and streetscapes which are currently or intended to be conveyed into public ownership and developed to create an attractive and connected public realm. Open Space will be acquired through the re-development process and the City's capital improvement programs to enhance the character and amenity of the corridor.

c. Built Form Design Guidelines

Built Form Design Guidelines provide specific recommendations for new building developments as well as enhancements or additions to heritage buildings and their environs. Built Form Design Guidelines articulate elements such as building organization and massing, entry and ground floor treatments, as well as guidelines for building signage and lighting.

d. General Site Development Guidelines

The Thornhill Yonge Street Study General Development Design Guidelines provide criteria to guide the evolution of private properties within the Study Area. They articulate urban design criteria and recommendations for elements of the urban design plan such as building heights, building envelopes, orientation and setbacks, ground floor area, site landscaping, parking and access, loading and storage.

e. The Streetscape Improvement Program

The Streetscape Improvement Program focuses on the public open space system, including secondary and local streetscape zones, a street tree replacement program, public and private open space, pedestrian/vehicular laneways, parking courts, and open space enhancements of heritage areas.

The design and implementation concepts presented within the Streetscape Improvement Program will be used by Vaughan (as well as Markham, and the Region), to develop a detailed streetscape plan. The objective is to achieve a comprehensive and cohesive image and character for streetscape development on both sides of Yonge Street, over the long term.

The public sector improvements to Yonge Street as described in the Thornhill Yonge Street Study, will occur entirely within the +/-36 m public right-of-way, and should be funded according to the following:

- The Base Case Streetscape Treatment: To be undertaken by the Region of York in consultation with the area municipalities at the time of Rapid Bus Transitway construction.
- Enhanced Streetscape Treatments: To be funded jointly by the Region of York and respective area municipalities.

Provision has been made for an additional 1.8 m private sector component to be added to the streetscape pedestrian zone along Yonge Street, and consideration for an additional 2.5 m easement in isolated areas of the corridor, at the time of development of the Streetscape Implementation Program.

Enhanced streetscape treatments are to occur at the three primary intersections within the Plan Area:

- i. The Elgin/Arnold and Yonge Street intersection;
- ii. The John Street/Thornridge Drive transit node intersection; and,
- iii. The Centre Street/Yonge Street intersection.

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Community Improvement Area

The Thornhill Yonge Street Study, recommended that the Study Area be designated as a Community Improvement Area. This recommendation provides for a number of financial tools to implement the Official Plan, under Section 28 of the Planning Act, and permits Council to provide for specific enhancements such as improvements to land, buildings, parking and streetscapes in the designated area. Under the provisions for Community Improvement Projects, the City can provide grants or loans to property owners within the Community Improvement Area to assist in the cost of repairs and improvements. Other tools include direct investment by the City for infrastructure and landscaping improvements, fee waivers, and property tax relief.

It is recommended that a by-law to officially designate the Thornhill Yonge Street Study Area as a Community Improvement Project Area be brought forward for Council approval once the Official Plan Amendment is approved and in full force and effect.

Implementation of the Thornhill Yonge Street Study Vision

The following initiatives will help to ensure that the vision for the subject lands is achieved.

- (i) Approval of the proposed Official Plan Amendment to guide development in the Study Area as per the land use plan and policies outlined within the Thornhill Yonge Street Study.
- (ii) Designation of the Study Area as a Community Improvement Area under Section 28 of the Planning Act, through a City by-law amendment.
- (iii) Review and revision of the Thornhill Heritage Conservation District Plan (including signage and lighting policies) in co-ordination with the Town of Markham, and in accordance with the new OPA policies.
- (iv) Exploration of the potential for a joint City of Vaughan/Town of Markham Architectural and Development Peer Review Committee for all public sector projects, major private sector projects over 929 sq.m (10,000 sq. ft), and all infrastructure projects.
- (v) Establishment of a joint Yonge Street Streetscape and Transitway Project Management Team among City of Vaughan, Town of Markham, and the Region of York staff to work collaboratively to implement the Base Case Streetscape and Transitway, and other interim and permanent improvements to accommodate the transitway and streetscape concept.
- (vi) Review of zoning by-law amendment and site plan applications under the new Official Plan Amendment and revised Thornhill Heritage Conservation District Plan policies.

Relationship to Vaughan Vision 2007

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

Conclusion

The Thornhill Yonge Street Study recommends policy changes to OPA #210-Thornhill Community Plan, and the Thornhill Heritage District Conservation Study to permit increased residential densities, encourage commercial intensification and diversity, and a strong focus on urban design elements to create a special pedestrian-friendly, transit-supportive heritage district. Proposed OPA 669 seeks to achieve the Study Vision through land use, urban design, and implementation policies.

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Staff are of the opinion that proposed Official Plan 669 will be effective in implementing the Thornhill Yonge Street Study vision and promoting a positive revitalization of the subject lands. Should Committee concur, the "Recommendation" contained in this report should be adopted.

Attachments

1. Location Map
2. Proposed Land Use Plan
3. Draft OPA 669 – Members of Council ONLY

Report prepared by:

Anna Sicilia, Planner, ext. 8063

Paul Robinson, Senior Planner, ext. 8410

(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 75, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**FILE 15.73.8
DRAFT OFFICIAL PLAN AMENDMENT NO. 637
HIGHWAY 400 NORTH EMPLOYMENT AREA SECONDARY PLAN STUDY**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved, subject to:
 - a) Referring the issue with respect to retail warehousing to a Committee of the Whole meeting in September 2006, to provide an opportunity for the applicant to meet with staff and the developers to address the concerns expressed regarding the nature of the business and the size; and
 - b) Referring the matter with respect to the north/west corner of Jane Street and Teston Road to staff to provide a report to a Committee of the Whole meeting in September 2006, addressing the concerns expressed; and
- 2) That the following deputations and written submission be received;
 - a) Mr. Roy Mason, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, on behalf of Block 39 Landowners; and
 - b) Ms. Rosemarie Humphries, Humphries Planning Group Inc., 216 Chrislea Road, Suite 103, Woodbridge, L4L 8S5, on behalf of the Vaughan 400 North Landowners Group (Block 34W, 35E/W), and written submission dated June 19, 2006.

Recommendation

The Commissioner of Planning recommends:

THAT draft Official Plan Amendment 637, the Secondary Plan for the Highway 400 North Employment lands, BE ADOPTED; and

THAT the Region of York be requested to initiate the process to amend the Region of York Official Plan, to expand the City of Vaughan Urban Area Boundary consistent with draft OPA 637, to permit employment uses to proceed.

Economic Impact

Development of the lands subject to the Highway 400 North Employment Area Secondary Plan will have a positive impact upon the City of Vaughan in terms of new development, assessment, job opportunities, etc.

Purpose

The purpose of draft OPA 637 is to implement the findings and recommendations of the Highway 400 North Employment Area Secondary Plan Study. The Study was undertaken to examine the rationale for an urban boundary expansion on the Highway 400 corridor, and to prepare a secondary plan adding to the City's supply of employment lands. This report discusses and responds to comments received at the May 29/06 public hearing, and summarizes the Study process, and the contents of the draft OPA 637.

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Background – Analysis and Options

The Study Process to Date

On January 14, 2005, Council approved the Terms of Reference for the Highway 400 North Employment Area Secondary Plan Study. Subsequently, on June 15, 2005, Council approved the selection of the consulting firm, Macaulay Shiomi Howson Ltd., to lead a team of consultants in carrying out the Study.

During the summer of 2005, Staff met with staff from the Region of York, and the Province (Ministry of Municipal Affairs and Housing, Ministry of Public Infrastructure Renewal) regarding the Study Terms of Reference, and requirements and issues associated with securing approval for an urban boundary expansion.

On November 9, 2005, an Open House was held to introduce the consulting team to the public, to outline the Study Process, and to identify residents, public agencies and representatives of the development community who were willing to become members of a Stakeholder Consultation Group (SCG) to work with the consulting team and staff through the Study Process. Many residents, principally representing the Vaughanwood Estates Homeowners, and the Rimwood Estates Homeowners' Association, as well as landowners, and staff from the Region of York and the Toronto and Region Conservation Authority (TRCA) indicated their desire to participate.

A Technical Advisory Committee (TAC) composed of representatives from City departments was also formed to keep the departments advised about the progress of the Study, and to receive their input.

On December 23, 2005, two draft reports, "Highway 400 North: Working Paper On Employment Land Need" by Hemson Consulting, and "Highway 400 North Employment Lands Secondary Plan Study", were completed and loaded onto the City's web site to provide the public with access to the work completed to date. Subsequently, the latter report was updated to include additional information, and put onto the web site early in March.

On January 26, 2006, SCG Meeting #1 was held to discuss the background work and analysis, to present three alternative Development Scenarios, and to outline a set of evaluation criteria to be employed in assessing the Scenarios. The meeting was attended by 28 individuals.

On March 9, 2006, SCG Meeting #2 was held. This workshop meeting was used to evaluate the Development Scenarios and identify which scenario was preferred by the SCG. The meeting was attended by 29 individuals.

On March 28, 2006, at a Working Session of Committee of the Whole, the three alternative Development Scenarios were presented, and a Recommended Scenario was approved as the basis for preparation of a Secondary Plan.

On April 20, 2006, SCG Meeting #3 was held. The Recommended Scenario was discussed in detail and participants provided their comments. The meeting was attended by 31 individuals.

On May 3, 2006, notice of public hearing was published in the Vaughan Weekly. On May 9, 2006, the draft OPA 637 was made available to the public and posted onto the City's web site.

On May 25, 2006, SCG Meeting #4 was held to discuss draft OPA 637, which had reflected the Recommended Scenario, with a number of further refinements. The meeting was attended by 22 individuals.

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On May 29, 2006, a statutory Public Hearing was held respecting the draft amendment to the Official Plan to implement the recommendations of the Highway 400 North Employment Area Secondary Plan Study.

Comments Received at the May 29, 2006 Public Hearing and Staff Response

A. Issues and Comments Identified by Members of the Public

1. Questioning the need for more employment land beyond the current urban boundary.

One resident expressed concerns regarding the timing of the Study, the need for more employment lands now, and the impact to the Greenbelt and other natural features north of Teston Road.

Staff Response: The purpose of this study, in part, is to examine the need for additional employment lands based on a comprehensive analysis, and to confirm the appropriateness of the location along Highway 400. The report by Hemson Consulting identified a shortage of employment lands in both the City of Vaughan and York Region in terms of current and forecast future needs. Until the Environmental Assessment process for the Highway 427 extension is complete, a significant portion of the remaining employment lands in the City is unavailable for development. It is important to address the shortfall to ensure the supply of developable employment lands, and to confirm the appropriateness of employment lands along Highway 400. Concerns respecting environmental impacts of future development are required to be addressed via preparation of Master Environmental Servicing Plans during the block plan approval process.

2. Modifications are required to the road network and land use policies in the OPA 637.

A consultant representing a group of landowners with property within Block 34 East made the following requests with respect to the proposed primary road network and policies:

- a That the proposed primary road network is ineffective for the proposed employment uses, and should be modified to allow for appropriate lot sizes and to minimize valley crossings;
- b That a maximum Gross Floor Plate of 929 sq.m (10,000 sq.ft) in size limits the potential range of retail and commercial uses, such as large scale supermarkets; and
- c That drive-through facilities be permitted subject to site-specific urban design studies.

Staff Response: Staff does not support the requests as outlined below:

- a. Staff acknowledge the concern. As the proposed road pattern is conceptual in design, modifications, additions or deletions to the primary or collector road system may be further refined during the block plan process.
- b. OPA 637, Section 2.2.5.2, "Mixed Use Areas – Employment/Commercial" refers to the range of uses as "large-scale uses, as well as commercial facilities..." The intention was not to permit large-scale commercial uses on the site because: Revisions to the text have been made to clarify the list of permitted uses as follows (revisions shown in italic):
 - The Purpose has been revised to read as follows:
"To permit a range of large-scale uses *such as institutional uses including places of worship, hotels and banquet halls*, as well as a range of small scale commercial facilities, in addition to employment uses";

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- Development Policies, Section 1, has been revised to read as follows:
“In addition to the permitted uses in the Prestige Areas designation, the Mixed Use Areas – Commercial/Employment permits a range of *small scale* retail and service commercial uses designed to serve through traffic, as well as the surrounding area, *such as restaurants, convenience stores, pharmacies and business supply uses.*”
- c. The intent for the Employment Area Activity Centre designation is to create a pedestrian-oriented and transit-supportive environment. Although urban design can help alleviate the visual impacts, the introduction of drive-through facilities is not conducive to the objectives of the activity centre, as such uses cater to auto drivers, rather than pedestrians.

3. Redesignation of lands west of Highway 400.

A representative of the Goan Overseas Association (GOA), which owns property located on the southwest corner of Highway 400 and Kirby Road, requested that their property be included in the area to be designated by OPA 637 as “Employment Area Activity Centre”. They intend to develop a cultural centre and recreational facilities catering to the Goan community in Vaughan.

Staff Response: Staff does not support the request to add these lands to the “Employment Area Activity Centre” designation as it is not appropriate, and not necessary in order to accommodate their development objectives. OPA 637 proposes to designate the property as “Prestige Area – Office/Business Campus”. As an institutional use, the proposed center will be permitted. Also, Highway 400 east of the site, and the Provincial Greenbelt west of the site create significant physical separation between the lands and the two designated “Employment Area Activity Centres”. Designating these isolated lands as “Employment Area Activity Centre” would not be consistent with the objective of creating a compact and pedestrian-oriented activity centre along Kirby Road.

4. Limiting industrial uses.

- a. Two local resident groups, Vaughanwood Estates and Rimwood Estates, requested that the designation “Prestige Employment-Office/Business Campus”, as proposed on the west side of Highway 400 north of the existing estate residential community, not include permissions for industrial, manufacturing, warehousing, and uses requiring any type of chemical storage. They also request the City’s assurance that new development will not have a negative impact on existing wells.

Staff Response:

- a. The Provincial economy is, in part, an industrial economy. As such, the potential for an area of this significance to be restricted in use only to office campus development would severely limit its development potential. Flexibility is needed in the range of permitted uses in order to respond to market demand. At the same time, the intent of the designation is to provide an opportunity for higher order industrial operations. The policies already indicate that uses that generate significant truck traffic, particularly stand-alone warehouse operations, will not be permitted. Similarly, “heavy” industrial uses which involve chemical storage are not permitted uses because this designation is intended to provide for high quality business and office uses. The last sentence of Development Policies, Section 1, has been modified to reflect this direction as follows (revisions shown in italic):
“In addition, uses expected *to involve chemical storage or* to generate significant truck traffic, particularly stand-alone warehouse operations, shall not be permitted.”

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- b. The impact of new development on existing groundwater systems will be thoroughly examined by the Master Environmental Servicing Plans (MESP) during the Block Plan process, including any required impact mitigation.
5. A consultant representing landowners in Block 34 West, Block 35 East and Block 35 West made the following requests:
- a. That the list of permitted land uses for “Prestige Areas – Office/Business Campus” be modified to exclude stand-alone warehouse operations, rather than accessory warehouse operations.
 - b. Questions the appropriateness of locating a new Regional Park within the Amendment Area, and the status of the Parks and Recreation Master Plan.
 - c. That the wording for Service Nodes be clarified as to whether the City intends to reduce or restrict the Service Node locations from those provided in OPA 450.
 - d. That clarification be given as to whether hotel uses are permitted in the Employment Area Activity Centre designations.
 - e. That retail warehousing be permitted in the area designated Prestige Employment subject to addressing urban design or other restrictions.
 - f. That the requirement for Significant Enhanced Landscaped Areas along Highway 400 be dealt with through integration of landscaping into site plans, rather than consuming developable land or restricting visibility from Highway 400.
 - g. That further clarification be provided as to uses permitted within Significant Interface Areas.
 - h. That further clarification is needed respecting the City’s expectations about the number and location of Highway 400 interchanges, and timing of the EA process.
 - i. That the schedules do not make reference to the location of Storm Water Management (SWM) facilities.
 - j. That specific policy should be included indicating that Estate Residential uses do not require an OPA to develop.
 - k. Schedule “C” to OPA 637 should be referenced as Schedule “2” to OPA 450.
 - l. Schedule “H” to OPA 637, amending OPA 600, should identify the new lands to be designated Estate Residential.

Staff Response:

- a. Currently, the Prestige Areas-Office/Business Campus policies prohibit uses which generate significant truck traffic, particularly warehouse operations. The intent was not to prohibit accessory warehousing, the extent of which will be limited in the zoning regulations, but to prohibit stand-alone warehousing. Therefore the proposed change is appropriate and the section has been modified accordingly.
- b. Staff support the identification of a Regional Park site within the Amendment Area west of Highway 400. The need for a Regional Park in the north part of Vaughan has been identified by the Parks Department. The need and the location of the Regional Park will be addressed by the City’s Parks and Recreation Master Plan, which will be undertaken in the near future. The preferred location is on the west side of Highway 400, as the east side will be served by the Maple Valley Regional Park. As a regional facility, location near the highway will provide excellent access and minimize traffic impacts on residential areas.
- c. The proposed policies for Highway 400 North related to Service Nodes (Section 2.2.5 g), make it clear that the intent is to encourage service uses to locate in the “Employment Area/Activity Centre” or the “Mixed Use – Employment/Commercial” area. At the same time, they do not preclude consideration of some service nodes in other locations. The extent and form of these will be determined through the Block Plan process, or specific zoning by-law amendments.

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- d. The Activity Area policies permit a broad range of uses, and hotels would be included, however, for clarification specific reference has been added to Section 2.2.5.1, Development Policies, Section 1.
- e. Staff are now recommending that no retail warehousing be permitted in the Plan. The Highway 400 Employment Area is intended to address the employment needs of the City. In order to secure Regional and Provincial approval of the Plan, the City will have to demonstrate that an urban expansion is essential if the demand for developable employment land in the City and Region is to be satisfied. Permitting retail warehousing within the Amendment Area weakens the case for an urban expansion. Therefore, upon further reflection, Staff are recommending that retail warehousing uses not be permitted in any designation within the Amendment Area.
- f. 'Significant Enhanced Landscaped Areas' will be addressed in terms of their definition, extent, permitted uses, etc., in the Urban Design Guidelines to be prepared and submitted to Council in September. The intent is not to restrict visibility from the 400 but to substantially enhance the view from the 400 to any development adjacent to it. Developed areas along the 400 are to present a significant green component, which is consistent with the green nature of the area and which complements the Green Belt, and Oak Ridges Moraine. As well as providing an interesting and high quality architecture that properly signifies a gateway to Vaughan.
- g. The policies for "Significant Interface Areas" do not relate to use but to urban design. The following sentence has been added at the end of Section 2.3.1 f) ii) to clarify this intent:
"The permitted uses in Significant Interface Areas shall be those in the underlying land use designations."
- h. Given the importance of access to Highway 400 to facilitate development and minimize the amount of truck traffic on arterial roads, the following policy has been added to OPA 450, Section 2.3.3 – Transportation, respecting new Highway 400 interchanges:
"Upon approval of this Plan, the City will immediately initiate discussions with the Ministry of Transportation and the Region of York regarding completion of an Environmental Assessment to provide additional interchanges with Highway 400 within the Amendment Area."
- i. Stormwater Management Facilities have been added to Schedule 'C' Employment Area (Highway 400 North) Land Use Plan to OPA 637, as shown on the revised schedule attached to this report.
- j. The additional Estate Residential designation will be established through OPA 637, amending OPA 600.
- k. A reference has been added to Schedule 'C' to OPA 637 to identify it as Schedule 2D to OPA 450, and the references in the text of the amendment to Schedule '2' have been changed to '2D'.
- l. Schedule 'H' correctly identifies the new estate residential area. However, there is a small area south of the new area which has not been identified as "Estate Residential", possibly due to the scale of the map being interpreted incorrectly when the lands to the south were designated for Estate Residential. This has been corrected on the revised schedule.

B. Other Comments and Concerns

A landowner's consultant representing 38 hectares of land east and west of Jane Street has made the following requests respecting draft OPA 637:

- a. Extend the secondary plan east of Jane Street to the Greenbelt and Oak Ridges Moraine boundary;

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- b. Apply the “Mixed Use Areas – Employment/Commercial” designation to the northwest corner of King-Vaughan Road/Jane Street, to permit a service station, fast food establishment, and plaza providing services to the surrounding area, including print shops, service commercial uses, restaurants, convenience stores, medical offices, etc;
- c. Retain the general permission for Service Nodes at arterial and collector road intersections, as provided in OPA 450, rather than limiting them to the Employment Area/Activity Centre along Kirby Road, and the Mixed Use – Employment/Commercial area in the northwest quadrant of Jane Street and Teston Road.

Staff Response:

Staff does not support the noted requests for the following reasons:

- a. The lands east of Jane Street have already been considered within the Study process, which defined the limits of the area subject to OPA 637. The option which included lands east of Jane Street was evaluated, and found to be less desirable than the recommended option, which became the basis for OPA 637.
- b. The “Mixed Use Areas – Employment/Commercial” designation applies to the northwest corner of Jane Street and Teston Road in order to address the needs of the employment area and the existing residential area south of Teston Road. There is no such residential community, existing or planned, at King-Vaughan Road. Many of the uses desired by the landowner are intended to become concentrated within the “Employment Area/Activity Centre” on Kirby Road, rather than proliferating elsewhere within the Amendment Area.
- c. The proposed policies for Highway 400 North related to Service Nodes (Section 2.2.5 g)), make it clear that the intent is to encourage service uses to locate in the “Employment Area/Activity Centre” or the “Mixed Use – Employment/Commercial” area. At the same time, they do not preclude consideration of some service nodes in other locations. The extent and form of these will be determined through the Block Plan process, or specific zoning by-law amendments.

C. Comments From Members of Council

1. No significant issues were identified by Council.

D. Other Changes Introduced by Staff

1. Servicing

Staff have added the following policy respecting coordination of servicing with York Region:

- The City’s Master Servicing Study will be coordinated with the Water/Wastewater Master Servicing Plan being carried out by York Region.

2. Transportation

Staff have added the following policy respecting the East-West transportation corridor identified in the draft Places To Grow Plan:

- Should the Places To Grow Plan indicate that an East-West Corridor is Provincial policy, then provision for it could be provided in the OPA 637 through amendment by the Region of York.

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OVERVIEW OF THE REVISED OFFICIAL PLAN AMENDMENT 637

The Policy and Planning Context

1. Province of Ontario Policies

The current Provincial government has undertaken three significant policy initiatives which have modified the planning and policy context in terms of Provincial policy. These include the updated Provincial Policy Statement, The Greenbelt Plan, and the Places To Grow Act.

These new statements of Provincial policy establish the parameters and requirements to be addressed by municipalities when engaging in growth management processes and decisions, including expansions of settlement area boundaries.

These Provincial policies are of particular relevance to the Highway 400 North Employment Lands Secondary Plan Study, given that the Study intends to justify an expansion of the City's urban area. Provincial policy requires a comprehensive analysis as a basis for any urban expansion. In August 2005, City and York Region staff met with Provincial staff to discuss issues of relevance to the Study. Provincial staff identified the need for a comprehensive analysis as a basis for any urban expansion, based on the requirements of the Provincial Policy Statement (PPS) and the Places To Grow Plan. Addressing this requirement would mean establishing the need for the expansion within the Region of York as a whole, and demonstrating that the Study Area was the best location in Vaughan for the proposed employment area. In particular, the need was identified to look beyond the Study Area at the remaining lands outside the existing urban boundary and the Greenbelt Plan, as part of the Study's planning process.

The Study has explicitly addressed the requirements of the PPS.

2. York Region Official Plan

The York Region Official Plan is the upper tier planning document that provides the framework for achieving the Region's urban structure. Amendments to the City's Official Plan must conform to the Region's Official Plan. The Regional Official Plan also includes criteria relating to urban boundary expansions, similar to those articulated by the PPS.

The Study has explicitly addressed the requirements of the York Region Official Plan.

The Highway 400 North Employment Lands Study

The Study was initiated in the summer of 2005, with the retention of the consulting team. The Terms of Reference identified a Study Area focused on the Highway 400 corridor from Weston Road to Jane Street, and extending from Teston Road northward to the City boundary with King Township. An existing estate residential development located at the northeast corner of Weston Road and Teston Road was excluded from the Study Area.

The Study's objectives included:

- To determine the location and scale of appropriate employment area land uses for the Study Area, including Prestige Areas and Employment Area – General uses as identified in OPA 450;
- To assess the need for new developable employment areas within the City of Vaughan in general, and in particular the near-term potential for establishing such uses within the Study Area;

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- To identify the major servicing systems and strategy for the employment lands;
- To identify sensitive environmental features including valley and stream corridors;
- To produce conceptual lot, block and supporting local and regional road options;
- To prepare a Secondary Plan that will form an amendment to the City's employment area official plan, OPA 450, and an accompanying zoning by-law and urban design guidelines; and
- To prepare the appropriate documents necessary to establish the case for a formal request to the Region of York to expand the Urban Area Boundary in the Region of York Official Plan in this Amendment Area, to permit employment uses to proceed.

The Study was undertaken to address the City's future needs for employment lands. As of 2004, the available supply of developable and designated employment lands had dwindled to a two-year supply based on prevailing rates of employment land absorption. Although the West Vaughan Employment Area was designated by OPA 600 and the York Region Official Plan (ROPA 19) in 2001 to address the City's ongoing need for employment land, lack of progress in completing an Environmental Assessment (EA) for the Highway 427 corridor extension effectively precluded development decisions in the area. Although the Province finally initiated the EA in 2005, with expected completion in 2008, significant uncertainty remains respecting the timing of future development of the West Vaughan Employment Area. The 'Places To Grow' Act for the Greater Golden Horseshoe was approved on June 13, 2005. The draft Places To Grow Plan sets out criteria for evaluating urban boundary expansions, and conceptually identifies an 'East-West Economic Corridor' – a potential future growth area – located near the City's northern boundary and extending west to the Kitchener/Waterloo area.

The Study Area encompasses approximately 860 gross hectares, most of which is designated 'Agriculture Area' by OPA 600, and is currently in agricultural use. The Study Area also includes a significant area west of Highway 400 which is included in the Province's Greenbelt Plan, as well as a variety of environmental features. There are also a few scattered farm dwellings, rural industrial uses with outdoor storage, and two service station sites on Highway 400 north and south of Kirby Road.

The Study was carried out in three phases as summarized below.

Phase One: Background Analysis and Conclusions of the Highway 400 North Study

Phase One focused on background data collection and analysis of all of the information relevant to the Study Area, and its future development. It also included a detailed examination of employment land supply and demand on a City-wide and Region-wide basis, to determine whether an urban expansion to add employment lands is warranted, and if so, to provide the technical justification for the expansion, to comply with Regional and Provincial policy.

Phase One concluded with two reports assessing the City's and Region's employment land needs, and evaluating the suitability of the Study Area from a planning perspective as a location for employment uses. The key conclusions of these reports included:

- York Region requires additional employment lands beyond the existing designated supply to accommodate projected employment growth on employment lands.

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- The Highway 400 North employment lands have excellent potential to become a successful employment land area. There are few alternative potential locations in the City or Region with the same level of “400 – highway” access and central location.
- The designation of this land is required now or the Region is at risk of not being able to provide an adequate employment land supply in the medium term.
- The proposed urban expansion satisfies the criteria in the new Provincial Policy Statement, and the requirements of the Region of York Official Plan.
- Lands in the Greenbelt Plan on the west side of Highway 400 provide a unique setting for employment development, but isolate small parcels of non-Greenbelt lands along Highway 400. The lands in the Greenbelt Plan also present resource management constraints (coldwater fishery, wetlands) that will affect adjoining land use practices. Environmental constraints on lands outside the Greenbelt Plan, apart from stream corridors, do not appear to be significant based on existing data, but will require more detailed examination at the block planning stage. Topography is rolling, but should provide no significant constraints to employment uses.
- The majority of the Study Area is used for agricultural or rural uses which generally do not present significant constraints to development of employment uses. However, there are some existing residential uses which will require careful integration with proposed employment uses. In addition, the existing service stations, Highway 400, the gas pipeline and railway create some limitations for future development.
- Potential heritage buildings and structures have been identified in the Study Area and can contribute to the character of the proposed employment area.
- Transportation and servicing infrastructure is limited, reflecting the current rural uses, and will require significant upgrading to service the proposed employment uses.

Phase Two: Defining the Recommended Land Use Scenario

Phase Two involved the formulation of three development scenarios, their evaluation, public review, and the determination of a Recommended Scenario. The development scenarios were intended to provide a focus for discussion by City Council, residents, landowners, agencies and other stakeholders, leading to the formulation of the Recommended Scenario.

Two scenarios, Scenario 1 (see Attachment 1) and Scenario 2 (Attachment 2), were formulated for the lands within the Study Area. In contrast, Scenario 3 (Attachment 3) includes lands east of Jane Street, outside the Study Area defined by Council.

The decision to include Scenario 3 resulted from input from stakeholders, and from Provincial Staff. During the review of the background work, the stakeholder group expressed the view that the Greenbelt area west of Highway 400 should be considered as an appropriate buffer between employment uses and residential development. They also raised concerns about the need to consider future development in the Study Area in the context of development of lands to the east and west. Provincial staff had previously articulated the need to conduct a comprehensive analysis in order to justify an urban boundary expansion.

In response to the public and Provincial input, in the initial review necessary as a basis for the preparation of the development scenarios, general consideration was given to the relationship of the Study Area to potential future development east and west of the Study Area. Through that process, it became apparent that, at least at a general level of analysis, the best potential for

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additional employment land outside the Study Area lay east of Jane Street, because of the lack of constraints to development, the amount of developable land, and the limited environmental features.

In the more detailed development of the scenarios, it was felt that the submissions by the public must be considered, in order to ensure a full, comprehensive analysis of possible options. Members of the SCG had expressed interest in using the Greenbelt west of Highway 400 as a boundary between future employment lands and future residential development. However, if no employment uses were to be identified west of the Greenbelt, then additional land would be required for employment uses east of the Study Area, in order to significantly add to the City's total supply of employment land. Given the results of the general review, which indicated that lands east of Jane would be appropriate for employment uses, these lands were included in Scenario 3.

The Study's background work addressed the need to complete a comprehensive analysis. As part of this analysis, a general review of the lands east and west of the Study Area was also carried out. The review determined that the lands east of Jane Street do not have the same level of accessibility to Highway 400 as the lands in the Study Area. West of the Study Area, a significant portion of the lands are in the Greenbelt, raising a concern respecting their development capability for employment uses. The analysis indicated that introducing employment land designations to the Study Area would not preclude either future residential or employment land uses on the non-Greenbelt lands east or west of the Study Area.

Description of Development Scenarios

The three development scenarios have a number of similarities, in that each one recognizes physical constraints to development, such as the Provincial Greenbelt, natural features, the Highway 400 corridor right-of-way, the TransCanada pipeline, service stations, and existing arterial road network. The scenarios are presented on Attachments 1, 2 and 3. Each scenario provided for a 'Landscape Buffer' along the east side of Highway 400 to present a more pleasing and attractive face to the passing public at this 'gateway' to Vaughan. Each scenario also anticipates establishment of a Regional Park, conceptually identified east of Weston Road, north of Kirby Road. Each of the three development scenarios proposes to introduce a similar range of new land use designations providing opportunity for new employment land development, including 'Prestige Employment', 'Employment – Higher Order Public Realm' (similar to the City's designation, 'Employment – General'), and 'Mixed Use – Employment/Commercial'. Each scenario also identified an 'Employment Area/ Activity Centre' along Kirby Road as a focus of more intense activity for the surrounding area.

Scenarios 1 and 2 focused on the lands within the Study Area between Weston and Jane Street. Both scenarios anticipated that an 'Estate Residential' designation would be applied to the remaining vacant parcel north of the existing estate residential development at Weston and Teston Roads. Both scenarios also envisioned 'Prestige Employment' lining the developable lands adjacent to Highway 400.

These two scenarios differ in that Scenario 1 focuses 'Prestige Employment' uses primarily east of Highway 400 in the block between Teston Road and Kirby Road, with the 'Mixed Use-Employment/Commercial' designation along King-Vaughan Road. On the other hand, Scenario 2 proposes 'Prestige Employment' primarily west of Highway 400 between Kirby Road and King-Vaughan Road, and has a more limited 'Mixed Use-Employment/Commercial' designation on Kirby Road east of Highway 400. Scenario 1 has a greater allocation of 'Prestige Employment' lands (238 ha.) while Scenario 2 includes more of the 'Employment – Higher Order Public Realm' designation (287 ha.).

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Scenario 3 is entirely different from Scenarios 1 and 2 in that, with the exception of the lands flanking King-Vaughan Road and a small pocket between Kirby and King-Vaughan, it concentrates new employment land designations east of Highway 400 and extends them east of Jane Street to the defined boundary of the Oak Ridges Moraine. The lands adjacent to Highway 400 are primarily 'Prestige Employment', and the 'Mixed Use-Employment/Commercial' and 'Activity Centre' are focused on Kirby Road east of the highway. The balance of the scenario is proposed for the 'Employment – Higher Order Public Realm' designation. Given its larger overall area, Scenario 3 includes a substantially greater area devoted to the 'Employment – Higher Order Public Realm' designation (460 ha.), as well as a substantial 'Prestige Employment' area (205 ha.)

The 'Mixed Use-Employment/Commercial' designation varies in area from a high of 79 hectares in Scenario 1, to 63 hectares in Scenario 3, to 39 hectares in Scenario 2.

Evaluation of Scenarios

The three development scenarios were evaluated by the consulting team. This exercise was based upon seven evaluation criteria which were developed through the background analysis. These include:

- compact efficient development form
- compatibility of employment uses with adjacent land uses
- transit/pedestrian friendly development form
- implementation potential
- ability to address the employment land needs of the Region of York, as well as the City of Vaughan
- ability to create an attractive "Gateway" to the City of Vaughan
- transportation considerations.

The team's detailed evaluation of the scenarios concluded that Scenario 2 was the scenario which best satisfied the criteria. However, while it ranked significantly higher than Scenario 3, it was only marginally better than Scenario 1.

A further review of Scenarios 1 and 2 alone reinforced the conclusions of the evaluation with respect to the ranking of Scenario 2. It was concluded that Scenario 2 had:

- i. the best potential for implementation, particularly with respect to the Prestige Employment Areas; and
- ii. Least impacts with respect to truck traffic.

This conclusion was further reinforced by the results of the SCG Workshop on March 9, 2006. All four sub-groups at the workshop carried out their own independent evaluation of the scenarios, and concluded that Scenario 2, with some modifications, was the preferred scenario.

"The Recommended Scenario"

Staff and the consulting team completed its analysis and evaluation, taking account of the input and comments from the SCG, and defined the "Recommended Scenario" presented on Attachment 4. The Recommended Scenario is very similar to Development Scenario 2, with the following modifications:

- A new 'Prestige Employment-Office' designation was added west of Highway 400 north of Kirby Road, in order to reflect an emphasis on securing major office uses in this area to take advantage of its unique setting adjacent to the Greenbelt;

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- The 'Prestige Employment' designation was added along the frontages of most of the Study Area's arterial roads to ensure higher quality design and development in the areas most visible to the passing public;
- The 'Mixed Use-Employment/Commercial' was added along Kirby Road west of Highway 400;
- The 'Mixed Use-Employment/Commercial' designation was added north of Teston Road east of Highway 400 adjacent to the existing residential area in Maple;
- 'Significant Interface Areas' were identified at the major existing intersections (e.g. Kirby and Jane) at the edge of the Study Area, recognizing that outside the Study Area, future land use remains to be determined; and
- Along the Highway 400 corridor, 'Potential Interchange Study Areas' were identified at Kirby Road, and further north to the King boundary, where one or two interchanges need to be planned and designed recognizing existing environmental constraints, based on a future Environmental Assessment process.

The consulting team supported the endorsement of the Recommended Scenario. The Recommended Scenario is the result of a comprehensive review of planning and development considerations associated with the three defined development scenarios. The Recommended Scenario is very similar to Development Scenario 2 (which was widely endorsed by the public at the SCG workshop) but incorporates a number of modifications consistent with the issues and concerns identified at the workshop, and by members of the consulting team.

Phase Three: The Secondary Plan, Urban Design Guidelines and Zoning Bylaw

Phase Three entailed the preparation of the draft Secondary Plan and Urban Design Guidelines, their review by the public and Council, and preparation of a draft zoning bylaw. This report summarizes the draft Secondary Plan, presented as draft OPA 637. The Secondary Plan is based upon the Recommended Scenario approved by Council. The Urban Design Guidelines and draft zoning bylaw will be undertaken subsequent to Council's adoption of the amendment.

Overview of the Draft Secondary Plan (OPA 637)

The draft Secondary Plan implements the recommendations of the Highway 400 North Employment Lands Study by creating new employment areas on both sides of Highway 400 north of Teston Road. The land use schedule is presented on Attachment 5. Draft OPA 637 amends both OPA 600 and OPA 450. OPA 600 is amended by the redesignation of a small area to Estate Residential, and by the deletion of most of the subject lands which are being redesignated for employment land development, so that they can be included in OPA 450. The policy framework of OPA 450 is further amended by other policies of OPA 637.

The Amendment builds upon OPA 450, the City's Employment Area Growth Management Plan, by designating the majority of the Amendment Area for a variety of typical general and prestige employment uses, and by introducing a new Prestige Employment – Office/Business Campus Area designation. The only exception is a small area proposed for residential uses abutting existing estate residential development.

The Amendment also establishes a Plan for the area which is transit-supportive, while also recognizing the need for additional interchanges with Highway 400, to ensure the viability of the proposed development, particularly with respect to truck movement. Further, the Plan recognizes the "Gateway" nature of this area, on the Highway 400 corridor at the northern limit of the City's urban development, with enhanced urban design and landscaping requirements.

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1. Land Use Designations

The Amendment introduces five land use designations within the Subject Lands:

a. Prestige Areas

- Provides for uses which require high visual exposure, good access and an attractive working environment
- Located along arterial roads and the Highway 400 right-of-way
- Prohibits retail warehousing, banquet halls and open storage, and requires building elevations facing a street to present a “front” elevation
- Employment Area – General
- Permits a wide range of uses, including those which occur outside, or require outside storage, but prohibits retail warehousing
- Located internal to concession blocks, served by local roads
- Provides for uses not requiring a high profile location
- Prestige Areas – Office/Business Campus
- Provides opportunities for a higher order of employment uses, including office and business campus-style development
- Prohibits retail warehousing, banquet halls and open storage
- Located west of Highway 400 and adjacent to Greenbelt lands, to appeal to businesses requiring good access in an urban environment enhanced by a location close to attractive natural features
- Employment Area/Activity Centre
- Encourages a concentration of uses to provide services to the surrounding employment area and adjacent areas, in addition to the uses permitted in the underlying land use designations, and prohibits large retail user, uses with drive-through facilities, outside storage, and retail warehousing
- Located along Kirby Road east and west of Highway 400
- Envisioned as a pedestrian-oriented focal point for the area, and focus of public transit service
- Mixed Use Areas – Employment/Commercial
- Permits a range of retail and service commercial uses, in addition to other permitted uses in the Prestige Areas designation, but prohibits retail warehousing
- Located at the intersection of Teston and Jane Street, and also applies to existing commercial uses on the west side of Highway 400

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- Intended to service employment areas north of Teston Road, the residential area south of Teston, and the traffic passing through

2. Urban Design Policies

Urban design policies are being added to OPA 450 with respect to the Amendment Area. These policies address the following matters:

- To ensure that the new designations, “Employment Areas Activity Centres” and “Mixed Use Areas – Employment/Commercial” are treated as priority areas in terms of their urban design requirements and reflects the role of these areas as focal points for the Highway 400 North Employment Area. Kirby Road, in particular, is identified as a ‘character road’ requiring special treatment, given that it will function as both a transportation corridor, potentially with an interchange at Highway 400, and as a pedestrian-oriented place with the “Employment Area Activity Centre”;
- To ensure that the design of development within the “Prestige Areas – Office/Business Campus” designation focuses on enhancing the relationship between the development and the lands in the Greenbelt, and facilitates creation of attractive, high quality private development and public realm;
- To require urban design guidelines for the lands along Highway 400 which will enhance the City’s image, the prestige nature of the Amendment Area, and its gateway location. The guidelines will also provide detailed direction respecting requirements for the “Significant Enhanced Landscape Area” along the Highway 400 frontage, and the “Significant Interface Areas” located at arterial intersections, which are the “gateways’ into the employment area, to anticipate and address the lands at the intersections outside the Amendment Area;

3. Environmental Planning Framework

Environmental policies are being added to OPA 450 to recognize the Provincial Greenbelt Plan, and to provide for the environmental designations in the Plan to be examined in detail during the subsequent Block Plan process, to finalize the actual extent of the designations, based on development limits and buffering requirements.

4. Transportation Policies

Transportation policies are being added to OPA 450 to:

- recognize the need to conduct an Environmental Assessment to determine the location of one or two new interchanges with Highway 400;
- develop an integrated, multi-modal transportation network within the Amendment Area, supplemented by a traffic demand management plan to improve the efficiency of the transportation system and encourage public transit ridership;
- develop a comprehensive walkway and bikeway system, and a continuous trail system in the Greenbelt Area, and throughout the Amendment Area.
- should the Places To Grow Plan indicate that an East-West Corridor is Provincial policy, then provision for it could be provided in the OPA 637 through amendment by the Region of York.

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5. Servicing Policies

Servicing policies are being added to OPA 450 to:

6. provide for the final location and design of stormwater management ponds to be determined to the satisfaction of the City and TRCA, and integrated with the open space and trail system;
7. require preparation of a Master Servicing Study to comprehensively address servicing requirements for the entire Amendment Area. This will be coordinated with the Water/Wastewater Master Servicing Plan being carried out by York Region.

Amendment of OPA 600, Schedules A and F

Draft OPA 637 also amends OPA 600, Schedules A and F, to reflect the deletion of the lands now being incorporated within OPA 637, and to redesignate lands abutting existing estate residential use in OPA 600 from 'Agriculture Area' to 'Estate Residential'.

Next Steps Toward Implementing a Plan for the Study Area

Upon Council adoption of the draft Secondary Plan, the consulting team will proceed with the preparation of Urban Design Guidelines and a preliminary zoning framework in support of OPA 637, with the intention of presenting them for Council's consideration in September 2006.

Staff will also be meeting with York Region staff regarding the necessary steps involved in defining and implementing the servicing infrastructure required to enable development to proceed within the Highway 400 North employment lands. Affected landowners will be consulted on an ongoing basis to reach a conclusion on these requirements, including the required financial commitments.

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 OPA 637 Secondary Plan is the result of a comprehensive review and analysis of all relevant planning considerations pertaining to the Study, reflects the public input received through the SCG consultation process and at the statutory public hearing, considered the input received by other Departments, and is consistent with the approved Terms of Reference. Furthermore, the Secondary Plan will supplement the City's employment land supply, and provides part of the basis for an urban boundary expansion consistent with Regional and Provincial policy requirements. Should Council concur, the Commissioner of Planning's recommendation should be approved.

Attachments

- Attachment 1 – Scenario 1
- Attachment 2 – Scenario 2
- Attachment 3 – Scenario 3
- Attachment 4 – Recommended Scenario
- Attachment 5 – Draft OPA 637, Schedule C, Land Use

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Report prepared by:

Paul Robinson, Senior Planner – Policy Planning/Urban Design, ext. 8410
Clement Chong, Planner 1, ext. 8214

/RF

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

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Item 76, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.05.052
CITY OF VAUGHAN (DUFFERIN STREET PROPERTIES)
REPORT #P.2006.36**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT Zoning Amendment File Z.05.052 (City of Vaughan - Dufferin Street Properties) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1186), to prohibit a Waste Transfer Station use on the subject lands shown on Attachment #1.

Economic Impact

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

Purpose

The City of Vaughan has initiated an amendment to Zoning By-law 1-88, specifically to Exception 9(1186) to not permit a Waste Transfer Station use on the subject lands shown on Attachment #1.

Background - Analysis and Options

The subject lands shown on Attachment #1 are bounded by Highway #407 and Dufferin Street, north of Centre Street, in Part of Lots 6, 7 and 8, Concession 3, City of Vaughan. The irregular-shaped site is developed with a Public Works Yard owned by the City; transformer station owned by PowerStream Inc.; and three private properties along Dufferin Street.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), which was further amended by site-specific OPA #555, and zoned EM1 (H) Prestige Employment Area Zone with an "H" Holding Symbol by By-Law 1-88, and further subject to Exception 9(1186), which was enacted on March 8, 2004 as By-law 75-2004. The surrounding land uses are as follows:

- North - Highway 407 (PB1S Parkway Belt Linear Facilities Zone)
- South - Hydro Corridor (PB1S Parkway Belt Linear Facilities Zone)
- East - Hydro Corridor (PB1S Parkway Belt Linear Facilities Zone); Dufferin Street; employment/commercial area (C1 Restricted Commercial Zone)
- West - Highway 407 (PB1S Parkway Belt Linear Facilities Zone)

The subject lands had been identified as a potential site for the Region of York's Community Environmental Centre (Waste Transfer Station to facilitate household hazardous wastes). However, the Region of York has since been exploring alternative sites for its Community Environmental Centre. On March 20, 2006, Council directed the Development Planning Department to initiate an amendment to Zoning By-law 1-88, specifically Exception 9(1186) and to proceed to a Public Hearing to consider prohibiting a Waste Transfer Station use on the subject lands shown on Attachment #1.

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Public Hearing

On April 21, 2006, a Notice of Public Hearing was circulated to all property owners beyond the required 120m of the subject lands as shown on Attachment #1, and to the following Ratepayers' Associations: Beverley Glen, Brownridge, Concord West, and Glen Shields. To date, several comments have been received by area residents, all in support of Council's initiative to prohibit a waste transfer station use on the City owned lands. The recommendation of the Committee of the Whole on May 15, 2006, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on May 23, 2006.

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), as amended by site-specific OPA #555, which permits the priority uses of an office, hotel with related hospitality and conference facilities, major corporate complexes, and other prestige employment uses, as well as, civic uses on the City and PowerStream Inc. owned lands.

Zoning

The subject lands are zoned EM1(H) Prestige Employment Area Zone with an "H" Holding Symbol by By-law 1-88, subject to Exception 9(1186), which permits only the following uses of a business and professional office, convention centre, hotel, office building, lawfully existing uses on the date of the passing of By-law 75-2004 on March 8, 2004, and "Public Uses" (including open/outside storage) permitted under Section 3.10 of By-law 1-88, on the subject lands. Section 3.10 allows the use of any land or the erection or use of any building for the purposes of the public service by the City, Region, Conservation Authority, Government of Ontario or Canada, Hydro or Local Board. Given that "Public Uses" are permitted under Section 3.10, the City is exempt from use restrictions, however, to specifically prohibit a waste transfer station use on City owned lands, a Zoning By-Law Amendment is required.

Public Works Department

The Public Works Department currently operates a winter salt camp at 8000 Dufferin Street, within the subject amendment area. In addition to the salt dome operations, the City has authorized the Region of York to operate a transfer site for Asian Long Horn Beetle infected yard waste materials. The processing of these materials at this location has been approved by the Ministry of Environment under Certificate of Approval No., 4159-6DEJTX. This certificate of approval will be renewed until the processing and transferring of these materials is no longer necessary. The implementing by-law will consider the approvals granted and allow for the continued operations of the facility at this location, as it is a permitted use, under Section 3.10 and lawfully existing prior to this City initiated zoning by-law amendment.

Planning Considerations

The Development Planning Department has reviewed the proposed zoning amendment and can support the amendment to site-specific zoning Exception 9(1186) to By-law 1-88, to prohibit a Waste Transfer Station use on the lands bounded by Highway 407 and Dufferin Street, north of the Hydro Corridor, as shown on Attachment #1.

As noted in the comments of the Public Works Department, the Region's transfer station that is currently operating on the subject lands for Asian Long Horn Beetle infected yard waste materials will continue to be permitted at this location until it is no longer required, and will be reflected in the implementing by-law.

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Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Zoning By-Law Amendment application to prohibit a "Waste Transfer Station" use on the lands bounded by Highway 407 and Dufferin Street, north of the Hydro Corridor, in accordance with the policies of OPA #450 and OPA #555 and the requirements of By-law 1-88, and the area context. The Development Planning Department is satisfied that the amendment to the zoning by-law is appropriate and consistent with the comments received by area residents and the Public Works Department. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location Map

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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**ZONING BY-LAW AMENDMENT FILE Z.06.043
SITE DEVELOPMENT FILE DA.05.047
GLEN-KEELE DEVELOPMENTS THREE LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.043 (Glen-Keele Developments Three Limited) BE APPROVED, to remove the Holding (H) Symbol on the subject lands currently zoned EM3(H) Retail Warehouse Employment Area Zone by By-law 1-88, subject to Exception 9(895), as shown on Attachment #1.
2. THAT the building elevations shown on Attachment #3 for Site Development File DA.05.047 (Glen-Keele Developments Three Limited) BE APPROVED.

Economic Impact

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

Purpose

The Owner has submitted the following applications:

1. A Zoning By-law Amendment application to remove the Holding Symbol (H) from the subject lands, which are currently zoned EM3(H) Retail Warehouse Employment Area Zone by By-law 1-88, as shown on Attachment #1.
2. A Site Development Application to permit the development of the 4.05ha subject lands with a one-storey, 19,645.6m² multi-unit industrial building, as shown on Attachments #2 and #3.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located in the northwest quadrant of Regional Road 7 and Keele Street, in Part of Lot 6, Concession 4, City of Vaughan.

Official Plan/Zoning By-law

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan), and are zoned EM3(H) Retail Warehouse Employment Area Zone with the Holding Symbol "H", by By-law 1-88, subject to Exception 9(895).

The proposed multi-unit employment development conforms to the Official Plan; and, complies with the Zoning By-law, however a Minor Variance and Consent (easement for rights-of-way) will

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be required to be obtained from the Committee of Adjustment to address the access to the subject lands being obtained from the driveways located on the properties to the north and northeast, to Administration Road and Keele Street, respectively, which are under the same ownership, but registered under three different names. The Development Planning Department has no objection to the approval of the Minor Variance and Consent applications by the Committee of Adjustment, which must be final and binding, prior to the registration of the implementing site plan agreement.

Also, the subject lands are zoned with a Holding "H" provision, which can be removed with the approval of the site plan. The EM3(H) Retail Warehouse Employment Area Zone permits EM1 Prestige Employment Area Zone and EM4 Transportation Employment Area Zone uses in the interim, while the Holding provision remains applicable on the site. Although the proposed multi-unit employment building is an EM1 Zone use, and can proceed to develop without removing the Holding provision, the Owner has submitted the Zoning By-law Amendment application to remove the Holding provision for administrative purposes. The Development Planning Department has no objections to the removal of the Holding "H" Symbol on the subject lands.

Building Design

The rectangular-shaped, multi-unit building, as shown on Attachment #3, is to be constructed to a height of 9.6m. The south elevation faces Regional Road 7, and is articulated by a staggered wall facade that breaks up the elevation and results in 3 corner wall features that incorporate and accentuate the entrances into the building. The building materials for the 3 entrance areas consist of white architectural precast concrete panels, accentuated by beige architectural precast concrete surrounding glazed curtain walls comprised of grey tinted vision glazing and grey tinted spandrel vision panels with grey opaque back coating. The remainder of the elevation is comprised of white flexwall panels with vertical ribs. The east elevation includes a corner entrance feature that wraps around from the south elevation. The west elevation faces the existing CN building and is characterized almost exclusively by the white flexwall panels with vertical ribs. The north elevation faces an existing employment building that is under the same principle ownership of the subject lands. This elevation is comprised primarily of white flexwall panels with vertical ribs and has 23 shipping/receiving doors.

The site plan indicates that rooftop mechanical equipment will be screened from view in compliance with municipal standards. Development Planning Staff will work with the applicant to confirm that all roof-top mechanical units are appropriately screened. The elevations provided do not include wall signage and, must comply with the Sign By-law upon application of a Building Permit at a later date.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Zoning By-law Amendment application to remove the Holding "H" Symbol from the subject lands shown on Attachment #1, and currently zoned EM3(H) Retail Warehouse Employment Area Zone, to facilitate the future development of the lands for employment uses, and is satisfied that the Holding "H" Symbol can be removed at this time. The Development Planning Department is also satisfied with the building elevations proposed for the multi-unit employment building associated with the Site Development application.

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Attachments

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

Report prepared by:

Clement Messere, Planner, ext. 8409

Arto Tikiryan, Senior Planner, ext.8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 78, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.05.022
SITE DEVELOPMENT FILE DA.05.046
MAPLE ORCHARD INVESTMENTS INC.
REPORT #P.2005.37**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and**
- 2) **That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.022 (Maple Orchard Investments Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(1194), to permit a three-storey, mixed-use building with 335m² of ground floor commercial uses and 23 residential units above, as shown on Attachment #2, in the following manner:
 - a) that the subject lands shown on Attachment #1 be rezoned from RA2 Apartment Residential Zone to RA2(H) Apartment Residential Zone with the Holding Symbol "H";
 - b) that the implementing Zoning By-law shall include the site-specific exceptions identified in the staff report; and,
 - c) that the implementing Zoning By-law not be enacted until a parking study has been submitted and reviewed to the satisfaction of the Engineering Department.
2. THAT Site Development File DA.05.046 (Maple Orchard Investments Inc.) BE APPROVED, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the Development Planning Department shall approve the final site plan, landscaping plan, and building elevations;
 - ii) the Engineering Department shall approve the final site servicing and grading plan and stormwater management report;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) a functional servicing report shall be submitted and reviewed to the satisfaction of the Engineering Department;
 - v) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department; and,

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- b) That the site plan agreement include the following provisions:
 - i) a clause requiring the Owner to implement the final recommendations of the approved Noise Study; and,
 - ii) the Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate for the residential component, prior to the issuance of a Building Permit in accordance with the Planning Act and the City's cash-in-lieu policy; and 2% shall be paid for the commercial component in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands for the commercial component prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
 - iii) a clause identifying that snow removal and garbage pick-up shall be privately administered and the responsibility of the Condominium Corporation, which shall also be included in all offers of sale, purchase and/or lease; and,
 - iv) a maintenance clause respecting that any enhanced landscaping or features other than tree planting on the Regional Road right-of-way will require the Owner to be subject to an one time dollar amount determined by the Development Planning Department in consultation with the Parks and Forestry Operations Department.
- 3. THAT Council pass the following resolution with respect to the allocation of sewage and water capacity:

“IT IS HEREBY RESOLVED THAT the proposed Site Development Application DA.05.046 is allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 7 of the York Water Supply System, for a total of 13 residential units following the execution of a site plan agreement to the satisfaction of the City.”

Economic Impact

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

Purpose

The Owner has submitted the following applications:

- 1. A Zoning By-law Amendment Application (File Z.05.022) to amend Exception 9(1194) to By-law 1-88, specifically by rezoning the subject lands shown on Attachment #1 from RA2 Apartment Residential Zone to RA2(H) Apartment Residential Zone with the Holding Symbol “(H)”, together with site-specific zoning exceptions required to implement the proposed site plan.
- 2. A Site Development Application (File DA.05.046) on the subject lands shown on Attachment #2, to facilitate the development of a 3-storey mixed-use apartment building with 23 residential units and 335m² of ground floor commercial uses, served by 5 at-grade and 44 underground parking spaces, on a 0.27 ha site.

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Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Keele Street, between Major Mackenzie Drive and Barrhill Road (9891 Keele Street), in Lot 20, Concession 3, City of Vaughan. The 0.27ha rectangular-shaped parcel has 44m of frontage on Keele Street and a lot depth of 62m. The site contains the “George Bailey House”, which is listed in the City’s inventory of significant structures and will remain on the site and used for commercial purposes.

The subject lands are designated “Maple Commercial Core” by OPA #350 (Maple Community Plan), as amended by OPA #533 (Maple Focus Review), and zoned RA2 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1194). The surrounding land uses are:

- North - residential/commercial building under construction (RA2 Apartment Residential Zone)
- South - vacant (R1 Residential Zone)
- East - existing residential (R2 Residential Zone)
- West - Keele Street; existing residential (RM2 Multiple Residential Zone)

The property is subject to previous development applications (Files Z.02.075 and DA.03.008) filed by the former Owner to facilitate the development of the lands for a 3-storey, mixed-use building with 13 residential units and 123m² of ground floor commercial uses, served by 31 at-grade parking spaces, and maintaining the existing heritage building on the site. The applications were approved by Council and By-law 225-2004 (Exception 9(1194)) was enacted on June 28, 2004 to implement the proposal. However, a site plan agreement was never executed, and the previous Owner closed the site development file.

Public Hearing

On May 13, 2005, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, and to the Maple Village Ratepayers Association.

Comments were received from the adjacent neighbours to the east (56 Oakdale Road), and to the south (9869 Keele Street) along Keele Street. The neighbour to the east expressed concerns about noise, screening and their view. The neighbour to the south was concerned about how this proposal would impact the layout and developability of his lands and that the proposed building is too close to his property line.

The recommendation of the Committee of the Whole to receive the Public Hearing of June 8, 2005 and to forward a comprehensive report to a future Committee meeting was ratified by Council on June 15, 2005. On June 9, 2006 a Notice of this Committee of the Whole meeting to consider the planning report was sent to those individuals requesting notification or having expressed interest in the application.

Official Plan

The subject lands are designated “Maple Commercial Core” by OPA #350 (Maple Community Plan), as amended by OPA #533 (Maple Focus Review), which permits the proposed mixed-use commercial/residential development. OPA #533 requires that the review of development applications in the Maple Core Area have regard to certain sections of the Maple Streetscape and Urban Design Guidelines. The relevant policies of the Maple Official Plan are identified below, as follows:

a) Proposed Land Use

OPA #350 as amended, permits mixed-use development to a maximum height of three storeys.

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Section A, Planning Strategy and Policies, Subsection III, Paragraph 6, of OPA #350 states the following with respect to the Maple Commercial Core Area (in part):

“The vitality and function of the existing commercial areas of Maple at the Major Mackenzie Drive and Keele Street crossroads is to be reinforced by encouraging the redevelopment and intensification of property for businesses, residential and commercial purposes.”

The Maple Community Plan also includes a policy under Section II, Goals, subparagraph f), which identifies the provision of a full range and mix of housing types as a goal of the plan.

The proposed mixed use development at a height of 3-storeys conforms to the Official Plan.

b) Minimum Frontage Requirement

The Official Plan requires that buildings comprise a minimum of 70% of the lot frontage at grade level for street-related retail, office and service uses. The two buildings include grade related commercial uses for its full width facing Keele Street. The George Bailey House that is located on the property is proposed to be used for office uses. Together, the two buildings occupy 66% of the lot frontage, and of this percentage 100% of the front of the buildings are grade related retail, office and service uses. Given that the location of the George Bailey House is fixed, that 100% of the building at grade level is being used for grade related commercial uses and that access driveway is required, the intent of the Official Plan is being maintained.

c) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the Maple Streetscape and Urban Design Guidelines (MSUDG's). The proposed site plan includes unit pavers along the Keele Street frontage and hard surface landscape connections to and within the site.

d) Parking/Lay-by Parking

OPA #350, as amended, requires that adequate and convenient off-street parking facilities be provided and that regard be had for Sections 5.2 and 5.3 of the Maple Streetscape and Urban Design Guidelines. The MSUDG's indicate that parking should be located at the rear of the buildings or within underground facilities. The proposal includes rear surface parking, and an underground parking garage that is accessed by a single driveway, which is desirable from a land use perspective, as it creates a better relationship between the proposed and existing buildings and the on-street pedestrian environment. The parking objectives of the Official Plan have been met in this respect.

As encouraged by the Guidelines, the Owner has proposed four (4) lay-by parking spaces on Keele Street. However, the Region of York Transportation and Works Department has advised that a minimum length of 32.1 metres is required for 3 spaces (each 6.7m long, and 2.8m wide), and including 6m curb tapers. As a result, the number of lay-by spaces will need to be reduced to three (3) spaces, subject to the requirements and design standards of the Region of York Transportation and Works Department.

e) Preservation of Buildings of Historic and Architectural Merit

The Official Plan requires that buildings having architectural/historic merit as identified by Heritage Vaughan, be incorporated into new development, are compatible, and achieve an integrated streetscape. The heritage structure, known as the George Bailey House, will be

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retained in its entirety on the subject property. The proposed elevations for the new structure, building mass and exterior finishing materials are considered to be consistent with the George Bailey House.

f) Massing, Scale and Building Height

Policies are included in the Official Plan respecting the massing, scale and building height of a new development in the Maple Commercial Core Area. The policies require that the scale and form of the building be complementary with adjacent development, that buildings fronting onto Keele Street not exceed three storeys, and that regard shall be had to Section 6.4 of the Maple Streetscape and Urban Design Guidelines. The building is a maximum three storeys in height, with locker and maintenance rooms in the roofline. The building is compatible with adjacent development from a scale and massing perspective, and also similar to the mixed-use development that is under construction on the lands to the immediate north. The massing, design, and building form for the building is compatible with the adjacent development.

g) Site Plan Control

OPA #350, as amended, requires that development in the Maple Core Area be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.05.046), which is the subject of this report.

h) Summary

In view of the above, the Development Planning Department is satisfied that the Zoning By-law Amendment and Site Development Applications are consistent with the development criteria in the Official Plan, as amended.

Region of York Official Plan

The Region of York Official Plan establishes as objectives, the need to promote a transit supportive urban structure that includes compact development, and a broad mix and range of housing including different housing forms, types and tenures to satisfy the needs of the Region's residents. The Regional Plan identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different kinds of households. The proposed development provides intensification on Keele Street and introduces live/work units into the Maple Commercial Core Area, which are currently limited in availability. The proposal is consistent with the goals and objectives of the Regional Plan.

Provincial Policy Statement

The Provincial Policy Statement (PPS) includes policies that encourage residential intensification, densities that make more efficient use of land and public infrastructure, public transit supportive development, and the provision of a full range of housing types. The proposed development is consistent with the goals and objectives of the PPS.

Zoning

The subject lands are zoned RA2 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1194), which currently permits a three-storey apartment dwelling containing a maximum of thirteen (13) residential units and 123m² of commercial uses. The current proposal does not comply with the Zoning By-law.

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The Owner has submitted a Zoning By-law Amendment Application to rezone the subject lands from RA2 Apartment Residential Zone to RA2(H) Apartment Residential Zone with the Holding Symbol, and has identified the following site-specific zoning exceptions that are required to implement the proposed site plan as shown on Attachment #2:

- permit the following commercial uses on the ground floor, to a maximum combined gross floor area of 335m²: bank or financial institution, business or professional office, personal service shop, photography studio, retail store and video store, to facilitate the proposed development;
- include a clause permitting locker rooms, and electrical and maintenance rooms to be located in the attic/roof level, and prohibiting any dwelling units in this area;
- permit a minimum front yard setback (Keele Street) of 0m, whereas 7.5m is currently required;
- permit a minimum northerly interior side yard setback of 3.5m, whereas 7.5m is currently required;
- permit a maximum building height of three (3) storeys;
- a 0m landscape strip abutting Keele Street, whereas 6m is currently required;
- a 0m landscape strip around the periphery of the outdoor parking area, whereas 3m is currently required;
- a 0m requirement for screening of the parking area, whereas a 1.2m high earth berm or evergreen hedgerow is currently required;
- permit a minimum of 49 parking spaces, comprised of 44 underground and 5 surface parking spaces, whereas 57 spaces are currently required; and,
- include any other zoning exceptions as may be required to implement the final approved site plan.

A clause will be included in the implementing zoning by-law that deems the subject lands to be one lot for the purposes of zoning regardless of future conveyances, severances, etc. This will ensure that technical variances will not be created when the condominium application is considered.

The proposed development does not have sufficient water and sewage servicing allocation. A clause will be included in the implementing zoning by-law limiting the use of the lands zoned with the Holding Symbol "(H)" to a use legally existing as of the date of enactment of the implementing by-law. The Holding Symbol "(H)" shall not be removed until the water and sewage servicing capacity has been identified and allocated by the City.

The Development Planning Department can support the proposed zoning exceptions as they are considered to be technical in nature from the perspective that By-law 1-88 does not presently include a zoning category to implement mixed-use development in a Core Area context. In addition, Exception 9(1194) is a site-specific exception that was designed to implement a previously approved development, and would need to be modified to reflect the current proposal.

Compatibility

i) Land Use

The Official Plan permits the proposed commercial and residential uses along this part of Keele Street. The introduction of mixed-use development into the Maple Core Area is considered appropriate for several reasons, including: increased pedestrian traffic and vitality in the core area; a population to support commercial enterprises; reduced dependency on the automobile, resulting from the close proximity of retail and residential uses; an around-the-clock presence in the core area; and, a greater variety of housing types in the community. Future residents will have access to many services, including commercial, institutional and recreational uses. Furthermore, the site is well located and provides an opportunity to revitalize a portion of the core area.

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The Official Plan policies encourage the proposed use in two specific ways. First, the Plan encourages a variety of housing types in the Maple Area. The Regional Official Plan and the Provincial Policy Statement further reinforces this policy objective. Second, the Plan encourages the redevelopment and intensification of the property for business, residential and commercial purposes at the Major Mackenzie Drive and Keele Street crossroads. The site is located on a major arterial road, providing future residents accessibility to many services.

In view of the above, the proposed land uses are compatible with adjacent land uses.

ii) Building Form

Compatibility of the proposed building form with adjacent development is important and required by the Official Plan. Compatibility of building forms does not necessarily mean that new development is identical to the existing development. Certain building designs, architecture and site planning techniques can successfully integrate a new structure with its surroundings.

The lands to the immediate north of the subject lands is currently being developed with a similar mixed residential/commercial development, and other lands to the north along the Keele Street corridor are all commercial in nature.

The proposed building is a maximum of three-storeys in height as permitted by the Official Plan, and the portion of the building fronting onto Keele Street incorporates variations in roofline, balconies and a commercial ground floor façade to provide visual relief to the massing of the building.

Given the Official Plan policies respecting permitted building heights and the surrounding development context, the Development Planning Department is satisfied that the proposed development will be compatible with the adjacent surrounding lands. Landscaping and fencing will be further utilized to achieve compatibility between the adjacent properties.

Site Design

The proposed site plan is shown on Attachment #2. The site plan consists of the existing "George Bailey House", which is a two-storey building that will remain and be used for commercial uses, and complement the proposed 3-storey mixed-use residential/commercial building. The driveway leading to the underground parking garage on the east side of the building is located abutting the south lot line. An outdoor amenity area is located on the north side of the building. Parking for the commercial units is provided at the rear of the building and underground.

The adjacent neighbour to the rear (east) expressed concerns about noise, screening and their view. The building is setback 16.19m from the rear lot line, and there is a landscape strip and board fencing to provide screening. In addition, the Owner has submitted a noise report that has been reviewed and approved to the satisfaction of the Engineering Department. The adjacent neighbour to the south was concerned about the proximity of the building to his lot, however since the Public Hearing meeting, the site plan has been revised and the interior side yard setback of the proposed has building has increased from 1.89m to 8.08m.

Access to the proposed development is from Keele Street, which is a Regional Road. The Region of York Transportation and Works Department has reviewed the applications and has no objections to the development concept in principle.

As discussed earlier, the proposed site plan shows four (4) lay-by parking spaces, however comments from the Region of York Transportation and Works Department will require that the site plan be revised to reduce the number lay-bys spaces to three (3).

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It is intended that the project will proceed by way of a draft plan of condominium, which will be submitted at a future date.

The proposed site plan is satisfactory to the Development Planning Department, subject to the conditions in this report. The Maple Streetscape Community Advisory Committee has reviewed the application and their comments will be discussed later in the report.

Building Elevations

The proposed building elevations are illustrated on Attachments #4 and #5. The Keele Street elevations are comprised of a variety of materials including brick, stone and stucco, articulated in a manner to create visual interest to the building and to address the massing of the structure. The elevations include mostly red brick with stucco accents and stone at the bottom half of the ground floor level, as shown on Attachments #4 and #5. The ground floor elevation incorporates larger windows, traditional signage, gooseneck lighting fixtures and entrance porticos to define it as a commercial use, different from the more traditional residential elevations utilized for the second and third floors.

The Owner has not submitted the final signage plans for the commercial portion of the building. However, the Owner has verbally advised that the commercial units will be identified using traditional plank signage and gooseneck lighting fixtures. Prior to final approval of the proposed elevations, the applicant must submit a detailed signage plan to the satisfaction of the Development Planning Department.

Maple Streetscape and Urban Design Guidelines (MSUDGs)

The Maple Community Plan requires that development applications have regard for specific sections of the Maple Streetscape and Urban Design Guidelines. In addition, the balance of the guidelines, are used to assess development proposals in the Major Mackenzie Drive and Keele Street corridors within Maple. The vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines. In this context, Council has established the Maple Streetscape Advisory Committee (MSAC) to implement the MSUDG's. The Committee has considered the proposed development, and is satisfied with the proposal.

Parking

The proposed site plan indicates that 49 parking spaces will be provided. By-law 1-88 requires that parking for the development be calculated as follows:

	<u>Required</u>	<u>Provided</u>
23 residential units X 1.5 spaces/unit	=35 spaces	35 spaces
Residential Visitor Parking @ 0.25 spaces/unit	= 6 spaces	3 spaces
Commercial Uses: 188.74m ² @ 6 spaces/100m ²	=11 spaces	9 spaces
Office Uses: 146.18m ² @ 3.5 spaces/100m ²	= <u>5 spaces</u>	<u>2 spaces</u>
	57 spaces	49 spaces

The 3 on-street lay-by parking spaces, are not included in the minimum parking requirement of By-law 1-88. A parking deficiency of 8 spaces (14%) is proposed, which must be supported by a parking study, to be submitted by the applicant and approved by the Engineering Department.

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Landscaping

The landscape plan as shown on Attachment #3, incorporates the requirements of the Maple Streetscape and Urban Design Guidelines, including the prescribed unit pavers, a seating area with benches, and soft landscaping. Extensive soft and hard landscaping is proposed at the front of the property to enhance the proposed development and at the rear to buffer the development from the existing residential uses to the east. An amenity area comprised of a seating area, a courtyard and a pergola structure for the use of future tenants, is proposed along the north side of the new building.

The subject lands are subject a maintenance clause respecting that any enhanced landscaping or features other than tree planting on the Regional Road right-of-way will require the Owner to be subject to an one time dollar amount determined by the Development Planning Department in consultation with the Parks and Forestry Operations Department. The maintenance clause will be incorporated into the site plan agreement. The final landscape plan and cost estimate must be approved by the Development Planning Department.

Rear Laneway

The MSUDGs identify a rear yard laneway system connecting the properties on the east side of Keele Street. The site plan, as currently designed, will not facilitate a rear laneway without eliminating the ramp to the underground parking area. While there is merit in achieving the rear laneway concept, in this particular situation, the overall aesthetic benefits to the development resulting from the underground parking are significant, including the increased amenity area and minimized visible parking. Furthermore, the property to the north is developed without a rear laneway connection and will have fencing along the site boundary, thereby preventing continuation of the laneway. In addition, the lands to the south, include one property, a cemetery and a commercial plaza facing Barrhill Road. As such, any rear laneway would be practically limited to the subject property and one lot to the south.

Maintenance Rooms and Lockers

The development includes maintenance and locker rooms within the roof of the building, which is considered an additional storey by By-law 1-88. These rooms provide desirable necessary rooms for the residents and functioning of the building. OPA #350, as amended by OPA #533, restricts the height of new developments in the Maple Commercial Core Area to a maximum of 3-storeys, to control the height, massing and density in new residential and mixed-use projects.

The height and massing of the building would be the same, with or without the maintenance and locker rooms, which are located in the centre of the building, setback from the exterior walls and contained within the typical roof space. The only change to the roof structure resulting from the amenity space is the inclusion of dormers.

Indoor locker and maintenance rooms are not typically included in the density calculation and therefore, do not impact on the overall density of the proposal. To ensure that this space is not converted for residential purposes, the implementing zoning by-law will restrict the attic space for the specific purposes.

In view of the above, the intent of the Official Plan is maintained, subject to the by-law restricting the roof space for maintenance and locker room purposes.

Heritage Vaughan

The subject property contains the George Bailey House, which is listed on the City of Vaughan's *Listing of Significant Heritage Structures* (approved June 2005). This property is also within the proposed Maple Heritage Conservation District Study Area.

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It is recognized that the George Bailey House is to be preserved and incorporated in the proposed site development and the Cultural Services Department is satisfied with the proposed development subject to some minor changes as indicated below:

- the Site Plan indicates an irregular floor shape for the front porch which is not indicated in the elevations. The plan view also indicates the front porch as “concrete porch”. These descriptions are not accurate and would not be desirable in any proposed renovation to the front porch.
- the elevations should more accurately represent the existing original features of the George Bailey House. The front porch must retain its belcast roof shape, the scrollwork brackets, and turned wood posts. The elevation drawings also need to include the south and east facades of the George Bailey House as a commitment to the preservation of the entire building exterior “in the round”, which is required by Cultural Services and Heritage Vaughan.

The Owner is required to address the above noted elevation comments to the satisfaction of the Cultural Service Division Heritage Vaughan.

Engineering

a) Noise

A noise study has been prepared by SS Wilson Associates, dated March 20, 2006, which has been reviewed and approved by the Engineering Department, subject to the Owner satisfying all requirements with respect to noise attenuation and ensuring that it is in accordance with the noise features recommended by the report.

b) Servicing

The Engineering Department has reviewed the proposed development plan and has advised that the subject lands have allocation for a total of 13 residential units, and that servicing allocation capacity for the remaining 10 units has not been reserved at this time. Therefore servicing allocation capacity is currently not available to support the additional number of units.

A Functional Servicing Report must be submitted for review and approval in support of the proposed applications. The report must address and ensure that the proposed development can be serviced in accordance with all City of Vaughan Engineering Department Design Standards and Criteria.

Parkland Dedication

The Owner will be required to pay the City, cash-in-lieu of the dedication of parkland for the respective residential and commercial components, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu Policy, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

Hydro

The Owner will be required to satisfy all hydro requirements to the satisfaction of PowerStream Inc.

Relationship to Vaughan Vision 2007

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

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Conclusion

The Development Planning Department has reviewed the proposed Zoning By-law Amendment and Site Development applications in accordance with the goals and objectives of the Provincial Policy Statement, Regional Official Plan, OPA #350 as amended, and the Maple Streetscape and Urban Design Guidelines. The proposed development concept conforms to the intent of the Maple Community Plan (OPA #350) and the Region of York Official Plan. The concepts inherent in the proposal, specifically as they relate to residential intensification and providing a mix and broad variety of housing are further supported by the Provincial Policy Statement. With respect to density, the proposal complies with the Official Plan and Maple Streetscape and Urban Design Guidelines, which implements density through site design and by limiting the maximum building height to three storeys. The Development Planning Department is satisfied that the proposed Zoning By-law Amendment with site-specific exceptions and the Site Development Plan are appropriate to facilitate the mixed use commercial/residential building development, while maintaining the existing “George Bailey House”.

Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development applications, subject to the comments and conditions of approval in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. West & South Elevation Plan
5. East & North Elevation Plan

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 79, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

79

**SITE DEVELOPMENT FILE DA.06.015
ASPEN RIDGE PROPERTIES INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.015 (Aspen Ridge Properties Inc.) BE APPROVED, to permit a one-storey, 1,053m² office building, as shown on Attachment #2, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the final site plan, landscape plan, building elevations, and Woodlot Edge Management Preservation Plan shall be approved by the Development Planning Department;
 - ii) the final site servicing and grading plan, stormwater management report, parking, access and on-site vehicular circulation shall be approved by the Engineering Department;
 - iii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.; and,
 - v) the required variance shall be approved by the Committee of Adjustment, and shall be final and binding.
 - b) That the site plan agreement contain the following provision:
 - i) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

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Purpose

The Owner has submitted a Site Development Application to permit the development of the subject lands shown on Attachment #1 with a one-storey, 1,053m² office building (Building “B”) on a 1.25ha site that is currently developed with a 1,643.57m² office building (Building “A”), as shown on Attachment #2.

Background - Analysis and Options

The 1.25ha site, as shown on Attachment #1, is located on the west side of Dufferin Street, east of Floral Parkway and north of Confederation Parkway, and is described as Blocks 1 and 23 within Registered Plan 65M-2623 (29 Floral Parkway), in Part of Lots 12 and 13, Concession 3, City of Vaughan.

The site plan (Attachment #2) shows an existing one-storey office building (Building “A”) with a gross floor area of 1,643.57m², and located in the westerly portion of the applicant’s overall landholding. The proposed one-storey office building (Building “B”) comprises a gross floor area of 1,053m² and is to be located east of Building “A”. Both buildings will utilize the two existing driveway accesses located on Floral Parkway.

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan), and zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1007). The surrounding land uses are:

- North - existing woodlot (EM1 Prestige Employment Area Zone)
- South - vacant (C4 Neighbourhood Commercial Zone)
- East - Dufferin Street; approved synagogue (File DA.04.042) Temple Kol Ami (Agricultural Zone)
- West - Floral Parkway; existing employment uses (EM1 Prestige Employment Area Zone)

Official Plan

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan), which provides opportunities for land uses that require high visual exposure, good accessibility and an attractive working environment. The development of the site with the proposed office building conforms to the Official Plan.

Zoning

The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1007), which permits the proposed office use. The proposed site plan has been reviewed, and requires the following variance:

- By-law 1-88 requires a minimum southerly interior side yard setback of 7.5 metres, whereas 6.8m has been provided at the southwest corner of the proposed building.

The Development Planning Department has no objections to the proposed variance, which will facilitate a well-designed office development at this location. Should Council approve the site plan application, the Owner will be required to obtain approval of the above-noted variance 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 (Attachment #2) shows the proposed Building “B” in relation to existing Building “A”. Two full-movement access points exist on Floral Parkway, and will be used for the existing and proposed office buildings. There are no direct access/driveway connections proposed onto Dufferin Street. A woodlot is located north of the proposed building. The applicant has submitted a Woodlot Edge Management and Preservation Plan with respect to the preservation of the woodlot, which will require approval by the Development Planning Department, prior to the registration of the site plan agreement. Landscaping is proposed along the perimeter of the site, with denser planting along the north and east property lines. There are two main entrances on the south side of the building, a parking area, and a pedestrian connection that leads to Dufferin Street. 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” (office)	3.5 spaces/100m ² GFA x 1643.57m ² GFA	=58 spaces
Building “B” (office)	3.5 spaces/100m ² GFA x 1053m ² GFA	<u>=37 spaces</u>
Total Parking Required:		=95 spaces
Total Parking Provided:		=95 spaces

The site plan proposes 85 parking spaces at grade and an additional 10 spaces located within an underground parking facility, that will have access from a ramp located on the north side of Building "B". The proposed parking for the site meets the minimum requirement, however, the design of the underground parking spaces will be reviewed and approved to the satisfaction of the Engineering Department.

Building Design

The proposed building elevations are shown on Attachment #4. The building materials include buff coloured precast concrete, with wheat and paprika coloured masonry units and reflective blue coloured spandrel and clear vision glass. The materials and design are consistent with the existing office building (Building “A”). The proposed rectangular-shaped building is situated in a manner whereas it will be visible from Dufferin Street, and therefore, the south, east and northeast elevations each possess primary façade attributes including an archway feature that enhances the 3 building entrances. The building will include 3 units and is proposed to be 7.254m in height with four elevated archway features of 9.954m in height. Two overhead doors will be located on the west elevation and another on the north elevation.

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

Although no access is proposed from Dufferin Street, as the subject lands abut Dufferin Street, approval of the site plan is subject to the requirements of the Region of York. The Owner will be required to satisfy all requirements of the Region of York, prior to the execution of the implementing site plan agreement.

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Services

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.

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

Landscaping

The proposed landscape plan (Attachment #3) consists of a mix of deciduous and coniferous trees, shrubs, and sodded area surrounding the perimeter of the site and building and along the Dufferin Street flankage. As previously stated, the site borders an existing maple woodlot located immediately to the north and as such, the applicant has submitted a Woodlot Edge Management and Preservation plan for review and approval by the Development Planning Department. The landscape plan incorporates dense planting adjacent to the existing maple woodlot north of the proposal as well as an existing mature grove of pine trees along the west side of Dufferin Street. Where possible, existing trees in good condition will be saved and integrated into the new landscape design. The final landscape plan together with the Woodlot Edge Management and Preservation plan will be approved to the satisfaction of the Development Planning Department.

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 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 new building is an appropriate development of the site, subject to the conditions of approval identified in this report, including obtaining the required variance 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

Report prepared by:

Clement Messere, Planner, ext. 8409
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 80, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By receiving the memorandum from the Director of Legal Services, dated June 22, 2006.

80

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-03V19
VAUGHAN WEST II LIMITED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names for Draft Plan of Subdivision File 19T-03V19 (Vaughan West II Limited), as shown on Attachment #2, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street '1'	Zenway Boulevard (existing)
Street '2'	New Huntington Road
Street '3'	Conair Parkway
Street '4'	New Enterprise Way

Economic Impact

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

Background

The subject lands shown on Attachment #1 are located on the east side of Huntington Road between Regional Road 7 and Langstaff Road, being part of Lots 6, 7 and 8, Concession 9, City of Vaughan.

The applicant has submitted street names for approval. The Planning Department for the Region of York does not have any objections to the proposed names.

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 no objection with the proposed street names for Draft Plan of Subdivision 19T-03V19.

Attachments

1. Location Map
2. Draft Plan of Subdivision

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Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209

Grant Uyeyama, Manager of Development Planning, ext. 8635

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 81, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

81

**ZONING BY-LAW AMENDMENT FILE Z.06.028
SITE DEVELOPMENT FILE DA.06.012
MARBON HOLDINGS INC. AND 606578 ONTARIO LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.028 (Marbon Holdings Inc. and 606578 Ontario Limited) BE APPROVED, to amend Exception (1110) of By-law 1-88, specifically to:
 - a) permit a maximum gross floor area of 1,301m² for a free-standing eating establishment (Building "B"), whereas 300m² is currently permitted;
 - b) exempt the requirement to provide a loading space for a free-standing eating establishment (Building "B"), whereas 1 space is currently required;
 - c) permit a minimum 4m wide landscape strip at the northwest corner of the property, abutting the future daylighting triangle along Weston Road, whereas 9m is currently required;
 - d) require a minimum of 310 parking spaces, whereas 311 spaces are currently required.
2. THAT Site Development File DA.06.012 (Marbon Holdings Inc. and 606578 Ontario Limited) BE APPROVED, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i. the final site plan, landscape plan and building elevations shall be approved by the Development Planning Department;
 - ii. the final site servicing and grading plan, lighting plan, stormwater management report, parking, on-site vehicular circulation and traffic impact assessment shall be approved by the Engineering Department;
 - iii. all requirements of the Region of York Transportation and Works Department shall be satisfied, including the proposed access from Weston Road;
 - iv. all hydro requirements of PowerStream Inc. shall be satisfied; and

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- v. the Owner shall submit a conceptual landscape plan to be approved by the Development Planning Department, detailing the entrance features, grading and landscaping for a portion of the lands that are currently external to the subject lands to the north, but may become a future landscape strip should a future road be constructed to the northerly the subject lands as planned.
- b) The site plan agreement shall contain the following provision:
 - i. If required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands 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 the following applications on the subject lands shown on Attachment #1.

1. A Zoning By-law Amendment applications (Z.06.028) to amend By-law 1-88, specifically to:
 - a) increase the maximum size of the permitted eating establishment use from 300m² to 1,301m² (Building "B" – Mandarin);
 - b) exempt the requirement to provide a loading space for the eating establishment (Building "B"), whereas 1 space is currently required;
 - c) permit a minimum of 310 parking spaces, whereas 311 spaces are currently required; and,
 - d) permit a reduction to the required 9.0m wide landscape strip to 4m abutting the future daylighting triangle along Weston Road.
2. A Site Development Application (File DA.06.012) to permit the development of the 1.5ha site with a one-storey, 1,690.2m² multi-unit service commercial building (Building "A") and a one-storey, 1,301m² eating establishment (Building "B"- Mandarin), with a total of 310 parking spaces as shown on Attachment #2. The building elevations for Buildings "A" and "B" are shown on Attachments #3 and #4, respectively.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Weston Road, north of Langstaff Road, being Part of Block 1 within Registered Plan 65M-3769 (210 Westcreek Drive), in Part of Lot 12 of Concession 5, City of Vaughan. The property is currently vacant.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned C7 Service Commercial Zone by By-law 1-88, subject to Exception 9(1110). The surrounding uses are as follows:

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North - house with greenhouse structure to the rear (A Agricultural Zone)
South - employment uses (EM1 Prestige Employment Area Zone)
East - Westcreek Drive; employment uses (EM2 General Employment Area Zone)
West - Weston Road; residential (R2 Residential Zone)

Public Hearing

On April 7, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Weston Downs Ratepayers' Association. To date, the Development Planning Department has received one letter of concern from the planning consultant representing the Owner of the lands directly to the north.

Bonnydon Limited (Bonnydon) is the Owner of 3.63ha of lands to the north of the subject lands. The Bonnydon lands are opposite Valeria Boulevard, and abut both Weston Road to the west and Highway 400 to the east. Bonnydon is not opposed to the relief that is being requested from the Zoning By-law, but would like to ensure that the development of the subject lands does not contribute towards the creation of an undevelopable fragment of land on its lands. Bonnydon is concerned that such a scenario could arise if Valeria Boulevard, which intersects with Weston Road, is extended easterly into the Bonnydon property leaving a 5m to 6m wide strip of land between the limit of the extended Valeria Boulevard and the north limit of the subject lands. Bonnydon further states that should the plan for Valeria Boulevard to extend east of Weston Road (and through its lands) not proceed, they would no longer have any concerns.

The recommendation of the Committee of the Whole to receive the Public Hearing report of May 1, 2006, and to forward a technical report to a future Committee meeting was ratified by Council on May 8, 2006.

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and are also subject to the "Service Node" policies, as the site is intended to become a corner lot upon the construction of a planned road on the north side of the property (extension of Valeria Boulevard). The "Service Node" policies permit opportunities for land uses that serve the day-to-day convenience and service needs of businesses, industries, and their employees, and are located at the intersection of arterial and collector roads. The proposed service commercial building and eating establishment conforms to the Official Plan.

Zoning

The site is zoned C7 Service Commercial Zone by By-law 1-88, subject to Exception 9(1110). To facilitate the proposed site plan shown on Attachment #2, the following site-specific exceptions will be required to the C7 Zone standards:

- i) permit a maximum gross floor area of 1,301m² for a free-standing eating establishment (Building "B" – Mandarin), whereas 300m² is currently permitted;
- ii) exempt the requirement to provide a loading space for a free-standing eating establishment (Building "B"), whereas 1 space is currently required;
- iii) permit a minimum 4m wide landscape strip at the northwest corner of the property, abutting the future daylighting triangle along Weston Road, whereas 9m is currently required; and,
- iv) require a minimum of 310 parking spaces, whereas 311 spaces are currently required.

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The Development Planning Department has no objections to the proposed amendments to the Zoning By-law that will implement the proposed site plan. The proposed exceptions will accommodate a Mandarin eating establishment that is fully enclosed, and will serve the needs of both the employment and residential areas. The exceptions regarding the reduction of the landscape strip at the daylight triangle, and to the parking and loading spaces are appropriate to implement the site plan. Additionally, there have been no comments or concerns received from the public in opposition to the zoning exceptions requested.

Adjacent Land Owner Concerns (Bonnydon Limited)

As was previously stated, Bonnydon Limited (Bonnydon) are the Owners of lands abutting the subject lands to the north. Bonnydon has expressed concern that their lands would be fragmented should Valeria Boulevard extend east of Weston Road and through its lands, leaving a 5 to 6 metre wide strip between the new road and the northerly limit of the subject lands.

Schedule 7 to OPA #450 (Employment Area Plan) indicates that a 23m wide primary road allowance is planned to extend from Valeria Boulevard to east of Weston Road and through the Bonnydon lands. To date, there have been no development applications filed on the Bonnydon lands, and the timing of the road expansion is uncertain.

The Owner of the subject lands (606578 Ontario Limited) entered into a Subdivision Agreement with the City of Vaughan dated September 15, 2003, that included specific conditions dealing with the relationship between the subject lands and the potential for the road to the north. One condition stipulates that the Owner shall acquire the abutting lands to the north, located between the proposed roadway and the northerly limits of the subject lands when the lands to the north have been developed. In addition, the Subdivision Agreement requires the Owner to provide the City with a Letter of Credit in the sum of \$64,000.00 to be held as security for the Owner's proportionate share of the entrance features, landscaping, and site plan features, to be completed on the external lands to the north.

The City of Vaughan is in possession of a Letter of Credit in the amount of \$64,000.00 as per the requirement of the Subdivision Agreement. At this time, the development of the Bonnydon lands to the north remains uncertain. Although Bonnydon's planning consultant has verbally advised the Development Planning Department that development applications will be submitted with respect to the lands, the City is not yet in receipt of such applications. Additionally, although there still exists the possibility of the Bonnydon lands to be used for the easterly extension of Valeria Boulevard, the lands still remain under the ownership of Bonnydon and its construction is still uncertain. Development Planning Staff have reviewed the concerns raised by Bonnydon and are satisfied that Bonnydon's concerns with respect to the construction of a road causing a fragment of their land (being the width between the build out of the road and the northerly limits of the subject lands) can be addressed by the Owner of subject lands given its responsibilities in accordance with the Subdivision Agreement.

Site Design

The site plan is shown on Attachment #2, and contains two buildings being a one-storey, 1,690.2m² multi-unit service commercial building (Building "A"), and a one-storey, 301m² free-standing eating establishment (Building "B" – Mandarin). The site plan has two access locations with one each located on Weston Road and Westcreek Drive. The Weston Road access is proposed to be a right-in/right-out access and is currently under review by the Region of York, which has jurisdiction for the road. The Region has indicated in a letter to the applicant that it is in support of the proposed new Weston Road access in principle, subject to a detailed review and provided that there is a connection with the property to the north. The site plan proposes a full access on Westcreek Drive. Landscaping is proposed within a 9.0m wide landscape strip along Weston Road and a 3.0m wide landscape strip along Westcreek Drive. Upon acquiring additional

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lands from the northerly property at a future date, a minimum 3m wide landscape strip will be provided adjacent to the north property line. A total of 310 parking spaces are provided throughout the site. 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" (multi-unit commercial) – 1,690.2m² at 6 spaces/100m² = 102 spaces
Building "B" (eating establishment) – 1,300.9m² at 16 spaces/100m² = 209 spaces

Total Parking Required: = 311 spaces

Total Parking Provided: = 310 spaces

The proposed parking is deficient by 1 parking space (0.3%), which is satisfactory, and can be supported.

Building Design

The proposed building elevations are shown on Attachment #3 (multi-unit service commercial building) and on Attachment #4 (Mandarin eating establishment). The building materials that are proposed include brick veneer, stucco, precast moulding, and spandrel glass and aluminum frame windows for both buildings. Building "A" (the multi-unit service commercial building) is L-shaped and each of the four elevations possess primary façade features that include plenty of glazing and entrance features of varying heights that incorporate either flat or rounded parapet walls. Building "A" uses a variety of heights, but is predominantly 7.8m in height and 8.1m in height to the top of the parapet. Building "B" (eating establishment) is rectangular-shaped and is 6.2m in height. An overhead service door is located on the east elevation.

The Development Planning Department will work with the applicant to confirm that all rooftop 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 site plan includes an access from Weston Road, which is under the jurisdiction of the Region of York. The Region has indicated in a letter to the applicant that it is in support of the proposed new Weston Road access in principle, subject to a detailed review. The Owner will be required to satisfy any other requirements of the Region of York, prior to the execution of the implementing Site Plan Agreement.

Services

The Owner has submitted a site grading and servicing plan and a stormwater management report, and will be submitting a traffic impact assessment and lighting plan 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.

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Landscaping

The proposed landscape plan (Attachment #5) consists of a mix of deciduous and coniferous trees, shrubs, and sodded area within the 9.0m wide Weston Road landscape strip. The plan also includes Pine and Spruce tree species within the Westcreek Drive 3.0m wide landscape strip. Additionally, deciduous trees are shown in various areas throughout the parking area. The walkways in conjunction with primary entrances for both the eating establishment and the multi-unit service commercial building are proposed to be constructed with unit pavers. The final landscape plan will be approved to the satisfaction of the Development Planning Department.

Parkland Dedication

If required, the Owner will be required to pay 2% cash-in-lieu of parkland dedication in accordance with the Planning Act, prior to the issuance of a Building Permit, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Zoning By-law Amendment and Site Plan Applications in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and is satisfied that the proposed multi-unit commercial building and the free-standing eating establishment (Mandarin) will facilitate an appropriate development of the site, subject to the conditions of approval identified in this report. On this basis, the Development Planning Department recommends approval of both the Zoning By-law Amendment and Site Plan Applications.

Attachments

5. Location Map
6. Site Plan
7. Building Elevations – Building “A” (Multi-unit Building)
8. Building Elevations – Building “B” (Eating Establishment)
5. Landscape Plan

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

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 82, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

82

**SITE DEVELOPMENT FILE DA.06.023
CON-DRAIN COMPANY LIMITED**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and**
- 2) **That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT the building elevations for Site Development File DA.06.023 (Con-Drain Company Limited) as shown on Attachment #3, BE APPROVED.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to amend the existing Site Plan Agreement to permit a 5,032.3m² easterly addition to an existing 6,170m² industrial building, on a 2.05ha lot, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Highway #400, through to Applewood Crescent (460 Applewood Crescent), in Part of Lots 9 and 10, Concession 5, City of Vaughan.

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

The site plan provided on Attachment #2, shows an irregular-shaped building. The existing building is constructed to a height of 7.4m, and the proposed addition will be the same height, as shown on Attachment #3. The proposed building materials are consistent with the existing materials, and consist of smooth and aggregate white pre-cast panels and blue glazed and spandrel glass. The primary façade is located on the east elevation, facing Applewood Crescent and will be designed with upper and lower level windows and a glass double door entry with a sign box above.

The remaining three elevations are of similar design and consist of white aggregate precast panels, with alternating smooth precast banding and glass panels on the southeast and northeast corners of the building. The loading area is recessed and screened from view, with 4 loading doors and 1 drive-in door on the south elevation. The roof-top mechanical equipment is screened from view of the adjacent streets.

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Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department is satisfied with the proposed elevations for the easterly addition to the existing industrial building.

Attachments

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

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 83, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

83

**OFFICIAL PLAN AMENDMENT FILE OP.06.001
ZONING BY-LAW AMENDMENT FILE Z.05.058
WOODSTREAM PLAZA INC.
REPORT #P.2006.23**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.001 (Woodstream Plaza Inc.) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan), as amended by OPA #345 (Woodbridge Commercial Plan), specifically to redesignate the subject lands shown on Attachment #1 from "Highway 7 Commercial Corridor" to "General Commercial", and to include policies into the implementing Official Plan Amendment to recognize the existing uses currently on the property, and to permit the use of the subject lands for a motor vehicle sales establishment with the outside display and storage of vehicles, and a car brokerage (car rental and leasing).
2. THAT Zoning By-law Amendment File Z.05.058 (Woodstream Plaza Inc.) BE APPROVED, to amend By-law 1-88, specifically Exception 9(463), as follows:
 - a) rezone the subject lands as shown on Attachment #1 from C7 Service Commercial Zone to C2 General Commercial Zone;
 - b) that the implementing zoning by-law include the following provisions:
 - i) restrict the permitted uses on the subject lands to the following:
 - motor vehicle sales establishment, including the outdoor display and storage of vehicles
 - car brokerage (car rental service and car leasing agency)
 - eating establishment
 - personal service shop, including a hair salon
 - business or professional office
 - convenience retail store
 - service or repair shop, including a dry cleaners
 - ii) permit a minimum westerly interior side yard of 2m, whereas 6 is required;
 - iii) recognize an existing loading space to face Woodstream Boulevard.

Economic Impact

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

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Purpose

The Owner has submitted the following applications:

1. An Official Plan Amendment Application to amend OPA #240 (Woodbridge Community Plan), as amended by OPA #345 (Woodbridge Commercial Plan), specifically to redesignate the subject lands shown on Attachment #1 from "Highway 7 Commercial Corridor" to "General Commercial"; and to include policies into the implementing Official Plan Amendment to permit the use of the subject lands for automobile sales related uses, including a car brokerage and a motor vehicle sales establishment with the open storage of vehicles, and existing uses on the property.
2. A Zoning By-law Amendment Application to amend By-law 1-88, specifically to rezone the subject lands shown on Attachment #1 from C7 Service Commercial Zone to C2 General Commercial Zone, to permit the use of the subject lands for automobile sales related uses, including a car brokerage and a motor vehicle sales establishment with the open storage of vehicles, and to recognize the current uses within the existing one-storey, 2,143m² multi-unit building, that includes eating establishments, a convenience retail store, personal service shop (ie. hair salon), business or professional offices, and a service or repair shop (ie. dry cleaners).

The Owner of the subject lands also owns the abutting lands to the north and west, currently being utilized as part of a larger auto campus. The Owner proposes to redesignate and rezone the subject lands consistent with the Official Plan designation ("General Commercial") and Zone category (C2 General Commercial Zone) on these properties, and to be subject to the site-specific zoning Exception 9(463) that is applicable to the property to the north (12 Woodstream Boulevard) as shown on Attachment #2.

Background - Analysis and Options

The subject lands as shown on Attachment #1 are located on the west side of Woodstream Boulevard, south of Regional Road 7, being Part of Blocks 1 and 25 in Plan 65M-2464 (24 Woodstream Boulevard), in Lot 5, Concession 8, City of Vaughan. The subject lands are currently developed with an existing one-storey, 2,143m² multi-unit building, which includes eating establishments, a convenience retail store, personal service shop (ie. hair salon), business or professional office, and a service or repair shop (ie. dry cleaners).

The subject lands are designated "Highway 7 Commercial Corridor" by OPA #240 (Woodbridge Community Plan), as amended by OPA #345; and, zoned C7 Service Commercial Zone by By-law 1-88, subject to Exception 9(463). The surrounding land uses are:

- North - existing Honda used car dealership (C2 General Commercial Zone)
- South - existing multi-unit employment buildings (EM2 General Employment Area Zone)
- East - Woodstream Boulevard; existing commercial and employment uses (C7 Service Commercial Zone and EM1 Prestige Employment Area Zone)
- West - existing Honda, Infiniti and Volkswagen car dealerships (C2 General Commercial Zone and C6 Highway Commercial Zone)

Public Hearing

On March 10, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands and to the West Woodbridge Homeowners Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report of April 3, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on April 10, 2006.

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Official Plan

The subject lands are designated "Highway #7 Commercial Corridor" by OPA #240 (Woodbridge Community Plan), as amended by OPA #345 (Woodbridge Commercial Plan). The policies of the OPA #345 recognize the distinctive mix and market power of the commercial uses along Regional Road #7, and policies are included in the document to ensure the orderly integration of commercial uses into the existing industrial area, without compromising existing and planned industrial uses. The "Highway #7 Commercial Corridor" designation permits office buildings, retail and business or professional office uses, personal service shops, eating establishments, and industrial uses, however, the proposed motor vehicle establishment use is not permitted.

The Owner is proposing to redesignate the subject lands to "General Commercial", which is normally associated with uses that require outdoor storage and display of merchandise such as auto, boat and recreational vehicle sales in locations where their exposure will not detract from the general character of the area, and provided such uses and storage areas are properly landscaped. As previously noted, the Owner also owns the lands to the north and west, currently being utilized as part of a larger auto campus (i.e. the Nissan, Mazda, Toyota, Volkswagen, Infiniti and Honda dealerships), which are located on lands designated "General Commercial" through site-specific Official Plan Amendments (OPA #'s 298, 416, 514, and 579).

On June 24, 2002, Council approved similar Official Plan and Zoning By-law Amendments to permit similar automobile related uses on the lands immediately to the north of the subject lands. Redesignating the subject lands to "General Commercial" is supportable in the context of the surrounding land uses and the existing Official Plan policy framework.

Regional Road 7 Land Use Futures Study

The City is currently undertaking the "Regional Road 7 Land Use Futures Study", as well as adopting amendments to various City-wide Official Plan policies and designations with respect to properties on Regional Road 7. One purpose of the study and the related Official Plan Amendments is to provide for a clear vision of the intended long-term land use structure along Regional Road 7. A preliminary draft of the implementing Official Plan Amendment (OPA #661) has identified lands along this stretch of Regional Road 7, including the subject lands, as "Prestige Area – Centres and Avenue Seven Corridor". This designation contemplates major concentrations of business, corporate, civic, residential, institutional and community service activity at locations featuring high visibility and accessibility to major transportation links and the planned higher order transit facilities along Avenue Seven.

The draft "Prestige Area – Centres and Avenue Seven Corridor" designation does not permit the outside storage of goods or materials or contemplate a use such as an automobile dealership, however, the draft of OPA #661 does recognize existing land uses approved under previously approved Amendments, which are deemed to comply with the new policies. The subject lands are located in an area that has evolved into a larger auto-park complex under one-principle ownership. Several of the other automobile dealerships are designated "General Commercial" by site-specific Official Plan Amendments. Redesignating the subject lands, which is not located directly on Regional Road #7 to "General Commercial" is supportable in the context of both the existing Official Plan policy framework and the existing land use context and would serve to harmonize the Official Plan designation for the whole of the auto-park complex. As such, the re-designation of the subject lands should not be detrimental to the overall goals and intent of draft OPA #661.

Region of York

The Region of York Planning Department has reviewed the proposed amendment to the Official

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Plan and has indicated that it is a matter of local significance and has exempted it from approval by Regional Committee and Council. Accordingly, final approval of the implementing Official Plan Amendment, if adopted, will rest with Vaughan Council.

Zoning

The subject lands are zoned C7 Service Commercial Zone by By-law 1-88, subject to Exception 9(463), which permits the general uses normally associated with the C7 Service Commercial Zone.

The applicant is proposing to rezone the subject lands from C7 Service Commercial Zone to C2 General Commercial Zone (includes outside storage), to implement the proposed Official Plan designation, and is requesting an exception to recognize the current uses within the existing multi-unit building, which includes eating establishments, a convenience retail store, personal service shop (ie. hair salon), service or repair shop (ie. dry cleaners), and a business and professional office, as the Owner does not have immediate intentions of redeveloping the property.

The Development Planning Department can support the proposed automobile related uses (i.e. motor vehicle sales, car rental and leasing services) on the subject lands, as these uses would be consistent with those already established in the surrounding area to the north and to the west, which are in the same ownership. The implementing zoning by-law will rezone the subject lands to C2 General Commercial Zone, which is the same zone as the northerly and westerly lands in the larger auto-park. The implementing zoning by-law will limit the uses on the subject lands to those which exist today (i.e. eating establishments, personal service shop (ie. hair salon), one convenience retail store, office uses, and a service or repair shop (ie. dry cleaners), and the proposed uses of a motor vehicle sales establishment with the outside display and storage of vehicles, and a car brokerage.

Site Plan - Existing Site Condition

The Owner owns the adjacent northerly and westerly properties that are currently being used for automobile sales related uses, including car rental service, motor vehicle sales and leasing, and automotive servicing. The site plan shows the existing on-site development on Attachment #2. The subject lands are developed with an existing L-shaped building (24 Woodstream Boulevard), which shares access out to Woodstream Boulevard with the adjacent lands to the immediate west and north. Landscaping is currently provided along the east property line abutting Woodstream Boulevard.

Rezoning of the subject lands to C2 Zone would allow for a consistent zoning with the applicant's other lands to the north and west, which are also zoned C2 Zone. On this basis the following exceptions to the C2 Zone standards will be required to address the existing development of the site:

- require a minimum westerly interior side yard setback of 2m, whereas 6m is currently required;
- recognize an existing loading space located at the southeast corner of the building to face Woodstream Boulevard.

This setback and load space location reflects an existing situation and can be supported.

Access and Parking

The subject lands are currently serviced by two driveway access points from Woodstream Boulevard, which will remain unchanged. The subject lands are currently developed with 97

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parking spaces, however, as the subject lands will be combined with the northerly lands (46 existing spaces) under the same site-specific zoning Exception 9(463), a total of 143 parking spaces exist. The required parking for the combined development is calculated as follows:

- Northerly Building
(Motor Vehicle Sales Establishment): $373.5\text{m}^2 \times 3 \text{ spaces}/100\text{m}^2 = 12$

 - Subject Lands
(Shopping Centre): $2,143.3\text{m}^2 \times 6 \text{ spaces}/100\text{m}^2 = \underline{129}$
- Total = 141

Accordingly, there will be a surplus of 2 parking spaces.

Parking for a motor vehicle sales establishment and a car brokerage is typically calculated on the basis of 3 spaces/100m², which is lower than the shopping centre parking standard, and therefore would not impact upon the existing parking supply, should these uses develop on the subject property in the future.

Compatibility

The immediate area consists of multi-unit industrial and commercial buildings, with similar motor vehicle sales establishments to the west and north of the subject lands. The proposed uses would function as an extension of the existing automotive complex that has developed on the surrounding lands. The Owner is not proposing to redevelop the subject lands at this time, however in the event that new buildings or additions are proposed to facilitate the proposed uses, site plan approval will be required. An approved site plan will allow the City to review issues related to open storage, building design and landscaping.

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 applications to amend the Official Plan and Zoning By-law to redesignate and rezone the subject lands to "General Commercial" and C2 General Commercial Zone, respectively, to permit a motor vehicle sales establishment with the outdoor display and storage of vehicles, and a car brokerage (car leasing and rental) use on the subject lands. The applicant is also proposing to maintain the existing uses operating within the building. The proposed uses are compatible with uses in the general area of the subject lands, and, particularly with the existing uses on the subject lands and the abutting lands to the north and west. Based on the above, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment applications.

Attachments

1. Location Map
2. Site Plan (Existing Situation)

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Report prepared by:

Clement Messere, Planner, ext. 8409

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 84, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**84 REQUEST TO DEFER ALL CHARGES REQUIRED AT THE TIME
 OF SIGNING THE SUBDIVISION AGREEMENT/REGISTRATION
 TO THE ISSUANCE OF THE BUILDING PERMIT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and the Commissioner of Finance & Corporate Services, dated June 19, 2006:

Recommendation

The City Manager and the Commissioner of Finance & Corporate Services recommend:

That given Council's direction with respect to deferrals, the request to defer the payment of all City charges required at the time of registering the subdivision agreement to the time of building permit issuance not be granted.

Economic Impact

Engineering services are paid at the site plan stage or in the case of a subdivision at registration on the basis that engineering infrastructure such as roads and bridges should be put in place in advance of growth. On that basis the engineering services development charges are collected early in the development process. The applicant has estimated engineering DC's to be approximately \$3,979,350. The request is to defer the collection of these and all other charges to the date of issuing the building permit. A full economic impact can't be determined at this time since it is uncertain how the deferral would impact cash flows for funding engineering projects and potentially the timing of payments from other developments.

Purpose

The purpose of this report is to bring to Council the request for the deferral of all City charges payable at signing the subdivision agreement/registration to the issuance of the building permit.

Background - Analysis and Options

The attached request to defer all the charges to the issuance of the building permit was received from the Weston Consulting Group Inc. on behalf of their client Frank Carinci (c/o Royal Empress Gardens Ltd.). Royal Empress Gardens has recently finalized a Master Plan for the subject property, consisting of 1,850 residential units and 43,811 square feet of commercial ground floor area in the form of six towers, which will be achieved through a draft plan of subdivision.

Engineering Services development charges are the primary charge that is paid at registration of the subdivision agreement. The applicant has estimated that total development charges for the entire project will be approximately \$41m. These funds will be paid to the City, Region and School Boards. There are some corrections required to the applicants calculations, however based on the applicants calculations the City's portion is approximately \$14.2m. Of this amount \$3.9m is required to be paid at the time of registering the subdivision agreement. This amount may be lower once the calculations are corrected. It represents the payment of the engineering services component of the DC which funds capital works such as the road network which is often installed in advance of development. Previously the payments at registration (Engineering Services) were not deferred. What had been deferred were DC payments due at building permit issuance. These previous developments were constructed under a site plan which is in contrast to this request, where construction is under a subdivision agreement.

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In 1998 Council passed the following motion “That no further deferrals of development charges be granted as of January 1, 1999.”

The request for a deferral for a specific development raises concerns regarding bonusing and the consistent treatment of other development applications. Prior to Council’s previous direction, the deferral of City DC payments was for those amounts due at building permit issuance and bonusing and other concerns were addressed through the creation of a policy. Among other requirements the policy required interest on unpaid amounts, security to be posted, no significant funds required to be spent on the part of the City relating to the development and an agreement be executed between the applicant and the City.

Relationship to Vaughan Vision 2007

Not applicable.

Conclusion

Given Council’s previous direction and the potential of bonusing and other issues the deferral request should not be granted.

Attachments

Attachment 1 - Letter of Deferral from Weston Consulting Group

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

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Item 85, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving the following:

That Council request the Region of York to appoint a task force composed of appropriate staff to consider ways in which the Green Building Strategy employed in the redevelopment of the Benny Farm site may be employed in the project for the eventual replacement of Maple Manor and any planned replacement of the Region's Woodbridge Avenue housing complex; and

By receiving the memorandum from the City Clerk, dated June 26, 2006.

85 MAPLE MANOR REDEVELOPMENT: BUILDING ON THE BENNY FARM MODEL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 19, 2006:

Recommendation

Councillor Tony Carella recommends:

That Council request the Region of York to appoint a task force composed of appropriate staff to consider ways in which the Green Building Strategy employed in the redevelopment of the Benny Farm site may be employed in the project for the eventual replacement of Maple Manor.

Economic Impact

Nil

Purpose

To determine, well in advance of the redevelopment of Maple Manor, whether the Green Building Strategy employed in the redevelopment of the Benny Farm site might be employed in the Maple Manor project.

Background - Analysis and Options

The Benny Farm site, an 18-acre residential complex in the heart of Notre-Dame-de-Grace, in Montreal, was originally built to house veterans returning from the Second World War. After many years of debate in the community on its future, the Benny Farm site has become one of the most innovative redevelopments in Canada. Under the leadership of Canada Lands Company and with input from the community and the City of Montreal, the Benny Farm redevelopment has provided creative ideas in participative planning, affordable housing, sustainable development, and urban design.

The redevelopment of the Benny Farm site was marked by a Green Building Strategy, a sensitive and responsive approach to its immediate and remote environmental impacts, including the integration of passive and assisted ventilation, geothermal and solar energy distribution by shared infrastructure, on-site collection of rain and gray water, and other features---all of which lead to its development as a prototype for community-driven sustainability, as well as a model for the stewardship of social, ethical, technical and financial ecology.

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Indeed, the project has received a host of prestigious awards: the Holcim Foundation International Awards, 2005, 2006; the Urban Leadership Award from the Canadian Urban Institute, 2006; Prix d'Excellence de l'Institute de Developpement Urbain du Quebec, 2005; Group Award for Comprehensive Planning from the Real Property Institute of Canada, 2005; Governor-General's Medal in Architecture, 2003; National Merit Award of the Canadian Society of Landscape Architects, 2001.

Conclusion

It is appropriate that the redevelopment of Maple Manor the Region of York's non-profit housing project, on the site of the future civic campus at Major Mackenzie Drive and Keele Street be viewed as an opportunity to demonstrate on the local level the cost-effectiveness of community-driven sustainability and multi-faceted stewardship.

Report prepared by:

Councillor Tony Carella

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Item 86, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

86

BLUE DIAMOND TERRACE FENCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated June 19, 2006:

Recommendation

Councillor Councillor Peter Meffe recommends:

1. That the fence opening located on the east side of Islington Avenue, south of Major Mackenzie Drive on Blue Diamond Terrace be closed;
2. That staff be requested to investigate and report back at the first Committee of the Whole in September with respect to the closure of this fence opening; and
3. That York Regional Police be requested to increase their monitoring and enforcement of the illegally parking occurring along Blue Diamond Terrace.

Economic Impact

To be determined.

Purpose

The purpose is to ensure the safety and protection of the residents living in the subdivision bounded by Islington Avenue, Rutherford Road, Highway 27 and Major Mackenzie Drive.

Background - Analysis and Options

Residents living in this area have expressed a number of concerns with respect to the following issues:

1. Illegal parking of cars along Blue Diamond Terrace;
2. Vandalizing of homes as this opening is easily accessible from Islington Avenue and it is located near homes on a dead end street.

Relationship to Vaughan Vision 2007

This request is consistent with Vaughan Vision 2007, particularly A-2 Promote Community Safety, Health & Wellness.

Conclusion

It is my belief that this opening is not required as it leads to a sidewalk where there is no cross walk or light standard to access the west side of Islington Avenue. There already are two other exits just north and to the south of this opening which pedestrians will be able to access and safely cross over Islington Avenue. This opening poses a safety hazard as children playing on the dead end street could easily end up on a very busy Regional Road.

Attachments

None.

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Report prepared by:

Councillor Peter Meffe

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Item 87, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

87 REQUEST FOR REGION OF YORK TO ALLEVIATE RUTHERFORD GO TRAIN INFILTRATION THROUGH RESIDENTIAL AREA ON THE NORTH

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of September 5, 2006, to provide an opportunity for the Ward Councillor to meet with the community and the Maple Village Ratepayers' Association and staff to determine the agreed upon solutions.

Recommendation

Councillor Peter Meffe recommends:

1. That City of Vaughan requests York Region to implement the following changes at the area around Rutherford Go Train Station to alleviate the traffic infiltration through the residential area to the north along Barrhill Road;
2. That the Region arrange to lengthen the left turn signal timing southbound on Keele Street to eastbound onto Rutherford Road to allow a longer turning period;
3. That the Region install a second left turn lane northbound on Westburne Drive going westbound onto Keele Street and add a left turn signal;
4. That the Region restrict traffic northbound from Westburne Drive to proceed only left or right onto Rutherford Road and not be permitted through the intersection northbound onto Barrhill Road;
5. That the Region and Go Transit install a right in and right out access on Rutherford Road for the Go Train Station.

Economic Impact

n/a

Purpose

To request that the Region of York assist in preventing unnecessary traffic infiltration through a residential area.

Background - Analysis and Options

Since the Rutherford Go Train Station has started to operate, we have had numerous complaints from the local residents in this area with respect to an unusually higher number of vehicles infiltrating through the subdivision in order to avoid traffic along Keele Street and Rutherford Road. It is not in the best interests of the local residents to have a higher volume of traffic going through their subdivision, its causes an extremely unsafe situation as the cars are traveling at excessive speeds. There are many young children that live in this subdivision along with a elementary school and neighbourhood park right on Barrhill Road which poses an even greater chance of a child being tragically hurt.

Relationship to Vaughan Vision 2007

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

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Conclusion

It is my belief that these changes are required in order to make this residential neighbourhood safe for the local residents.

Attachments

None.

Report prepared by:

Councillor Peter Meffe,

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Item 88, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

88 MARTIN GROVE ROAD - PROPOSED 40 KM/HR SPEED LIMIT

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 26, 2006, for staff to report on the matter with respect to reducing the speed limit to 40 kilometers on Martin Grove Road between Woodbridge Avenue and Highway No. 27.

Recommendation

Local and Regional Councillor Linda D. Jackson recommends:

THAT the speed limit on Martin Grove Road be reduced to 40 kilometers per hour along the entire length of the street, between Woodbridge Avenue and Highway No. 27 and that lane width reduction markings be employed along the same length of the street on both sides.

Economic Impact

There will be a nominal cost for the installation of speed limit signage and for the painting of lane markings.

Purpose

To maintain a consistent speed throughout the length of Martin Grove Road, between Woodbridge Avenue and Highway No. 27, in response to requests received from area residents.

Background - Analysis and Options

Area residents have expressed concerns regarding excessive vehicle speeds and the safety of pedestrians on Martin Grove Road. The existing speed limit is a statutory 50 kilometers per hour from Highway No. 27 to Dolores Crescent (west intersection), and is a reduced 40 kilometers per hour from Dolores Crescent (west intersection) to a point 200 meters east of Dolores Crescent (east intersection- address: 8812 Martin Grove Road). Further, the existing speed limit is a statutory 50 kilometers per hour from 8812 Martin Grove Road to Woodbridge Avenue. The statutory speed limit in the vicinity of St. Angela Merici Catholic Elementary School is a statutory 40 kilometers per hour.

Relationship to Vaughan Vision 2007

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

Conclusion

In response to requests received from area residents, it is recommended that the speed limit on Martin Grove Road be reduced to 40 kilometers per hour along the entire length of the street and that lane width reduction markings be employed along the same length of the street on both sides.

Report prepared by:

Mirella Compagno

Refer to the Council Minute No. 159, June 26, 2006.

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Item 89, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

89

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM- 05V12
1593527 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and**
- 2) **That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-05V12 (1593527 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 Condominium approval on the subject lands shown on Attachment #2, for a 6 storey, 149 unit residential condominium building on a 1.4ha site.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located at the northeast corner of Islington Avenue and Willis Road, being Lots 10, 10A, 11, 12, 12A, 12B, 13, 13B and 14 on Plan M-1110 (8201 Islington Avenue), City of Vaughan.

The Ontario Municipal Board approved the site development plan for the subject site on May 8, 2003 for a 5-storey, 160 unit condominium building. The plan has been amended through the Committee of Adjustment to allow a maximum building height of 18.6m and a partial 6th storey.

- North - existing single detached dwellings and open space (R2 Residential Zone and OS1 Open Space Conservation Zone, respectively)
- South - Willis Road; open space valley (OS1 Open Space Conservation Zone)
- West - Islington Avenue; existing detached residential dwellings (R2 Residential Zone)
- East - East Humber River valley (OS1 Open Space Conservation Zone)

Official Plan/Zoning

The subject lands are designated "High Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by site-specific OPA #586, which permits the residential condominium building. The proposed Draft Plan of Condominium conforms to the Official Plan.

The subject lands are zoned RA2 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1187), as amended by Committee of Adjustment Variance Application (File A134/05), which permits the proposed development with a maximum height of 18.6m and 2 level

.../2

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units comprising a vertical extension of the 5th floor for penthouse units in the north, centre and south portions of the building. A further Variance Application (File A220/06) was approved by the Committee of Adjustment on June 8, 2006 to allow 2 separate residential units on the 6th floor instead of the extensions from the 5th floor for the penthouses, as was previously approved by the Committee. Prior to the execution of the condominium agreements Variance Application A220/06 shall be in full force and effect.

Garbage and Recycling Collection and Snow Removal

The collection of garbage and recycling, and the removal of snow will be administered privately by the Condominium Corporation.

Region of York

The Regional Municipality York has no objection to the approval of the draft plan of condominium.

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 application for a Draft Plan of Condominium, which is consistent with the approved site plan, as amended. 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 Condominium

Report prepared by:

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

/LG

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

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Item 90, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By receiving the written submission from Ms. Giulia Falbo Ahmadi, 2057 Major MacKenzie Drive, Maple, L6A 3Z1, dated June 19, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.03.071(s)
DRAFT PLAN OF SUBDIVISION FILE 19T-05VO5(S)
YORK MAJOR HOLDINGS INC. & YORK CIRCLE HOLDINGS INC.
REPORT #P.2003.75**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.03.071(S) (York Major Holdings Inc. and York Circle Holdings Inc.) BE APPROVED, to amend the existing zoning on the subject lands shown on Attachment #2, as follows:
 - a) Blocks 4 and 7 that are subject to the existing M1(H) Restricted Industrial Zone with the Holding Symbol (H) be amended to permit a Retail Warehouse as an additional permitted use;
 - b) Blocks 4 and 7 that are subject to the existing M1(H) Restricted Industrial Zone with the Holding Symbol (H) be amended to permit a Retail Store, which may include a pharmacy as a permitted use, provided such pharmacy is included within a Retail Store, with the Retail Store having a minimum gross floor area of 14,000m² subject to a market study;
 - c) Block 7 that is subject to the existing M1(H) Restricted Industrial Zone with the Holding Symbol (H) be amended to permit an Automobile Gas Station, an Automobile Service Station and a Car Wash as permitted uses; however, such uses to be prohibited in "Areas of High Aquifer Vulnerability" by OPA #604;
 - d) Block 1 that is subject to the existing M1(H) Restricted Industrial Zone with the Holding Symbol (H) be amended to permit the GO Transit operations should the lands be acquired by GO Transit;
 - e) Prohibit on Blocks 4 and 7 within the "Areas of High Aquifer Vulnerability" as indicated by OPA #604, the following uses:
 - i) Generation and storage of hazardous waste or liquid industrial waste;
 - ii) Waste disposal facilities, organic soil conditioning sites, and snow storage and disposal facilities;
 - iii) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and,
 - iv) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990;
 - f) Prior to amending the By-law and removal of the existing Holding Symbol (H):

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- i) the Ministry of the Environment shall amend Certificate of Approval No. A230610 to permit the uses and buildings/structures proposed and/or remove the lands from the Secondary Buffer Area of the closed Keele Valley Landfill Area;
 - ii) the Ministry of Natural Resources shall approve the surrendered Aggregate Resources Act License 6513;
 - iii) the Holding Symbol (H) shall not be removed from any lands where the lands or development applications such as a Site Development, Variance or Consent applications for the subject lands require further approval by the Ministry of the Environment and require Certificate of Approval No. A230610 to be amended to permit the uses and buildings/structures proposed;
 - iv) the sewage capacity and water supply capacity shall be demonstrated/identified by the City, and the allocation of sewage capacity and water supply capacity for the Plan approved by Council, subject to the execution of a development agreement to the satisfaction of the City; and,
 - g) Include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision 19T-05V05(S) (York Major Holdings Inc. and York Circle Holdings Inc.), as red-lined on June 19, 2006, and shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
 3. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-05V05(S) (York Major Holdings Inc. and York Circle Holdings Inc.), shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Purpose

The Owner has submitted the following applications:

1. An application to amend the Zoning By-law for the subject lands shown on Attachment #2 to permit retail warehousing, automobile service station/gas bar with a car wash, and a retail store including an accessory pharmacy is included within the retail store, with the retail store having a minimum gross floor area of 14,000m², as additional permitted uses in the M1 Restricted Industrial Zone - Area "B" for Blocks 4 and 7, as shown on Attachments #4 and #5.

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2. An application for Draft Plan of Subdivision approval for the subject lands shown on Attachment #4 to facilitate an industrial and commercial plan of subdivision on 27.729ha. The development details are as follows:

Blocks 1 to 3, 5 and 6 - Industrial	9.597ha
Blocks 4 and 7 Industrial/Commercial	16.021ha
Blocks 8 to 14 inclusive - 0.3m Reserves	0.016ha
<u>Streets</u>	<u>2.095ha</u>
Total	27.729ha

Background - Analysis and Options

The 27.729ha subject lands (South Proposal) shown on Attachment #2 are located north of Major Mackenzie Drive and west of McNaughton Road, in Part of Lots 21 and 22, Concession 3, City of Vaughan. The site is a former aggregate pit.

The subject lands are designated “Prestige Industrial - Part B”, “Prestige Industrial - Part L”, and “Prestige Industrial - Part M”, “Waste Disposal Assessment Area” and “Oak Ridges Moraine Settlement Area” by OPA #332, as amended by OPA #535 and OPA #604 as shown on Attachment #3, and are within the Secondary Buffer Area of the closed Keele Valley Landfill Site. The subject lands are zoned M1(H) Restricted Industrial Zone - Areas “B” and “C” with the Holding Symbol (H) by By-law 1-88, subject to Exception 9(1097), as shown on Attachment #2.

The surrounding land uses are:

- North - vacant (OS2(H) Open Space Park Zone with Holding provision)
- South - industrial (M1 Restricted Industrial Zone); cemetery (OS2 Open Space Park Zone); Major Mackenzie Drive; future residential (RS1(H) Residential Semi-Detached Zone, RD3(H) Residential Detached Zone Three);
- West - railway line, Maple GO Transit Station (M3 Transportation Industrial Zone)
- East - golf course (OS2 Open Space Park Zone); closed Keele Valley Landfill (OS1 Open Space Conservation Zone)

Public Hearing

On March 24, 2006, a Notice of Public Hearing was mailed to all property owners within 120 metres of the subject lands, and to the Gates of Maple Ratepayers’ Association and Maple Village Ratepayers’ Association. A letter of objection was received from Ms. G. F. Ahmadi of 2057 Major Mackenzie Drive (south side) concerning the density, intensification and traffic volume expected from the proposal. These concerns will be addressed later in this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report on April 18, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 24, 2006.

The Public Hearing report considered two proposals by the Owner. One being the subject lands, under Files Z.03.071(S) and 19T-05V05(S) and the other being to the north of the subject lands under Files OP.03.023(N), Z.03.071(N), and 19T-05V05(N) (North Proposal) as shown on Attachment #2. The subject lands to the north known as the “North Proposal” will be considered at a later date as the proposal is subject to an Official Plan Amendment.

Previously, a Public Hearing was held on September 19, 2005 and was ratified by Council on September 26, 2005 for Files OP.03.023, Z.03.071 and 19T-05V05 proposing 1118 residential units in 4 apartment buildings, 248 semi-detached dwelling units, 242 street townhouse units and commercial/industrial developments on 31.44 ha site, generally consistent with the location of the

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South Proposal. The Files were appealed to the Ontario Municipal Board (OMB), and the appeal will only be withdrawn upon approval of the current applications for the subject lands and North Proposal as shown on Attachment #2.

Official Plan

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

i) Land Use Designation/Policies

The subject lands as shown on Attachment #3 are designated "Prestige Industrial - Part B", "Prestige Industrial - Part L", and "Prestige Industrial - Part M", "Waste Disposal Assessment Area" and "Oak Ridges Moraine Settlement Area" by OPA #332, as amended by OPA #535 and OPA #604. The "Prestige Industrial" designation allows such uses as: processing; manufacturing; assembling; warehousing; office uses; ancillary office use to the primary industrial use; limited retail commercial for the sale of goods manufactured and/or assembled on the premises; and other compatible uses which do not conflict with the development or operation of the primary industrial and commercial uses such as a financial institution, restaurant and personal service uses. Retail warehousing is a permitted use subject to the policies of Section 2.2.7.1 of OPA #450 (Employment Area Growth and Management Plan). The subject lands are within the Secondary Buffer Area of the closed Keele Valley Landfill site, which will be discussed later in this report.

Further, the Official Plan allows commercial development including retail and retail warehousing on the subject lands, as shown on Attachment #3, designated "Prestige Industrial - Part L" being Blocks 4 and 7 and "Prestige Industrial - Part M" being Blocks 1 to 3 inclusive. The Official Plan limits commercial and/or retail uses to a maximum gross floor area of 25,000m², without an amendment to the Official Plan. The Official Plan does not provide a maximum gross floor area limit for retail warehousing uses.

The Official Plan requires that a market study be provided for such uses as a supermarket, drug store or pharmacy, as these uses tend to be located on lands, which generally have a "Neighbourhood Commercial Centre" designation and not a "Prestige Industrial" designation. Therefore, a market study for the proposed pharmacy use, which looks at the impact on existing and/or planned commercial centres shall be required, especially as it is not known at this time as to the size of the pharmacy. A condition of draft approval has been included in this report to address this requirement.

ii) Oak Ridges Moraine Conservation Plan

The subject lands are also designated "Oak Ridges Moraine Settlement Area" by OPA #604 as shown on Attachment #3. In OPA #604, a portion of the subject lands as shown on Attachment #6 are within "Areas of High Aquifer Vulnerability" for Blocks 4 and 7, and the majority of subdivision is within "Areas of Low Aquifer Vulnerability" for Blocks 1 to 3 inclusive, 5 and 6. The Official Plan policies for Areas of High Aquifer Vulnerability" prohibit the following uses :

- i) Generation and storage of hazardous waste or liquid industrial waste;
- ii) Waste disposal facilities, organic soil conditioning sites, and snow storage and disposal facilities;

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- iii) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and,
- iv) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

An Automobile Gas Station, Automobile Service Station and Car Wash uses are proposed for the southwest end of Block 7 on lands that are within "Areas of Low Aquifer Vulnerability" as shown on Attachment #5. The amending by-law will indicate the prohibited uses and lands in the east part of Block 7, which are designated "Areas of High Aquifer Vulnerability" by OPA #604, where these uses are prohibited.

The subject lands are located a distance of 120m or greater from any identified key natural heritage feature or hydrologically sensitive feature, and therefore a natural heritage or hydrological evaluation is not required to be prepared in support of the applications. Therefore, the Development Planning Department Staff concur with the Oak Ridges Moraine Conformity Report dated May 17, 2006, by KLM Planning Partners Inc., on behalf of the Owner, on the condition that the zoning by-law provides for restrictions in uses for lands within the identified "Areas of High Aquifer Vulnerability" by OPA #604 and the applications conform with the provisions of the Oak Ridges Moraine Conservation Plan in accordance with OPA #604. Conditions of draft approval have been included in this report to address these requirements.

- iii) Holding Symbol (H)

The subject lands as shown on Attachment #2 are located within the Secondary Buffer Area of the closed Keele Valley Landfill Site and any use and/or building/structure is contingent on the subject lands being removed from the Secondary Buffer Area by the Ministry of the Environment, and/or Certificate of Approval No. A230610 being amended by the Ministry of the Environment to permit the proposed uses and buildings/structures. As well, a Site Development application for any lands that are subject to Certificate of Approval No. A230610 will require the Ministry of the Environment to amend the Certificate of Approval No. A230610 to permit the proposed uses and buildings/structures. Further, the subject lands as shown on Attachment #2 are licensed under the Aggregate Resources Act, and any use and/or building/structure is contingent on the Ministry of Natural Resources approving the surrendered Aggregate Resources Act License 6513.

The Holding Symbol (H) was placed on lands that are specifically subject to the "Waste Disposal Assessment Area" policies of the Official Plan. Any development of the land that is subject to the Certificate of Approval with the Ministry of the Environment or a change of use from that allowed at the time of the adoption and enactment of OPA#535 and By-law 427-2000, respectively, concerning the Maple Valley Plan shall require the submission of reports, which are to include: a master environmental and servicing plan, stormwater management, hydrogeology, infiltration and impact of the proposed use on the long-term environmental controls, and monitoring and maintenance of the Keele Valley Landfill site for review by the Province and City.

The servicing scheme, including identifying the sewage capacity and water supply capacity, is to be addressed by the City and Region, and the allocation of sewage capacity and water supply capacity must be approved by Council, subject to the execution of a development agreement to the satisfaction of the City, prior to lifting any Holding Symbol (H) or final approval of the draft plan of subdivision. The Holding Symbol (H) cannot be removed until these matters have been addressed. Conditions of draft approval have been included in this report to address these requirements.

- iv) Concept/Phasing Plan

The Official Plan indicates that development of the industrial lands is to be by way of Block Plan approval to allow for a comprehensive review of lands respecting issues as the road network,
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servicing, and urban design. However, as the subject lands and the North Proposal as shown on Attachment #5 are all under the same ownership and are subject to respective Draft Plan of Subdivision applications, the requirement for development by way of Block Plan approval can be addressed through the plan of subdivision process.

The Owner submitted the McNaughton Community Land Use Plan, as shown on Attachment #5, which provides an overview of the subject lands and the North Proposal with the surrounding community. The Owner advises that for the McNaughton Community, the development will be in two phases, with Phase 1 being the subject lands and Phase 2 being the North Proposal as shown on Attachment #5. As the two phases are subject to different applications, specifically Draft Plan of Subdivision 19T-05V05(S) for the subject lands and Draft Plan of Subdivision 19T-05V05(N) for the North Proposal, a phasing plan will not be required, unless it is a requirement respecting servicing issues.

v) Design Details

The Official Plan requires specific architectural, landscape and urban design details to address the built form, massing and elevations of buildings/structures, and landscape and streetscape treatments for the entry features, community edges, street vistas and pedestrian access for the proposed developments on the subject lands as shown on Attachment #4. These are to be addressed through architectural design guidelines and landscape master plan/streetscape designs, which are to be approved by the City, as part of the plan of subdivision process. The subject lands are also under Site Plan Control and the proposed developments will be reviewed in accordance with the approved architectural design guidelines and landscape master plan/streetscape designs, when a site plan application is submitted in the future. Conditions of draft approval have been included in this report to address these requirements.

Zoning

The subject lands are zoned M1(H) Restricted Industrial Zone (Areas “B” and “C”) with the Holding Symbol (H) by By-law 1-88, subject to Exception 9(1097) as shown on Attachment #2. To facilitate the proposed plan of subdivision, a by-law amendment is required to add permitted uses and provisions to the M1 Restricted Industrial Zone for Area “B” as follows:

- i) Blocks 4 and 7 to allow a Retail Warehouse, and a Retail Store, which may include a pharmacy as a permitted use, provided such pharmacy is included within a Retail Store, with the Retail Store having a minimum gross floor area of 14,000m²; and,
- ii) Block 7 to allow Automobile Gas Station, Automobile Service Station and Car Wash as permitted uses.

The By-law currently allows a “Retail Store including Retail Warehousing but excluding a drug store or pharmacy.” The by-law exception is to specifically indicate that a Retail Warehouse use is a permitted use and is defined by By-law 1-88 as follows:

“Means a building or part of a building in which goods and merchandise are displayed, stored and sold in a warehouse format. A warehouse format means a configuration where there is the integrated display, storage and sale of goods and merchandise, or a showroom with an associated warehouse component. A retail warehouse shall have a minimum gross floor area of 300m², except for a retail warehouse devoted primarily to the sale of prescription drugs, pharmaceuticals and health and beauty aids which shall have a minimum gross floor area of 1,500m². A retail warehouse shall not include a gross floor area greater than 1,000m² devoted, in the aggregate, to the storage, display and sale of food products. For greater clarity, a retail warehouse is not a supermarket or flea market.”

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Further, the by-law exception is providing a pharmacy as a permitted use. However, a market study, which looks at the impact of the proposed pharmacy on existing and/or planned commercial centres shall be required, in accordance with the Official Plan, to determine if the use is appropriate for the subject lands.

GO Transit has indicated that it wants to acquire Block 1 for the purposes of expanding its operations at the Maple GO Transit Station site as shown on Attachment #4. The implementing zoning by-law will include provisions should GO Transit acquire Block 1 or any other lands, to accommodate the GO proposal as provided for in the Official Plan.

The M1 Restricted Industrial Zone in By-law 1-88 permits the following uses:

- Club or Health Centre
- Day Nursery
- Industrial Uses as Defined in Section 2.0
- Office Building
- Parks and Open Space
- Public Garage
- Retail Sales Accessory to an Industrial Use, subject to the restrictions of Subsection 6.1.2 of this By-law
- Service or Repair Shop
- Wayside Pit
- Wayside Quarry

The additional uses permitted in the M1 Zone by Exception 9(1097) are as follows:

- Banquet Hall, in a single building
- Business or Professional Office
- Car Brokerage
- Funeral Home
- Hotel Convention Centre, Hotel, Motel
- Laboratory
- Print Shop
- Radio Transmission Establishment
- Service or Repair Shop
- Monitoring and control of the effects of land filling including the monitoring and control of leachate, landfill gas and stormwater

Exception 9(1097) also permits the following uses in the M1 Zone provided the total maximum gross floor area devoted to all such uses shall not exceed 25,000m²:

- Automotive Retail Store
- Bank or Financial Institution
- Boating Showroom
- Brewers Retail Outlet
- Eating Establishment
- Eating Establishment, Convenience with Drive-through
- Eating Establishment, Take-out
- LCBO Outlet
- Lumber or building material supply outlet dealing with new materials only
- Motor Vehicle Sales Establishment
- Office and stationary supply, sales, service and rental
- Personal Service Shop

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- Photography Studio
- Place of Entertainment
- Retail Nursery
- Retail Store including Retail Warehouse but excluding a drug store or pharmacy
- Video Store

The M1 Restricted Industrial Zone typically implements developments in accordance with the following standards:

- Minimum Lot Frontage 35m
- Minimum Lot Area 3000m²
- Minimum Front Yard 9m
- Minimum Rear Yard 15m
- Minimum Interior Side Yard 6m
- Minimum Exterior Side Yard 9m
- Maximum Building Height 11m
- Minimum Setback to a "R" Zone 60m

The proposed uses are also contingent on the Ministry of the Environment removing the subject lands from the Secondary Buffer Area and/or amending Certificate of Approval No. A230610 to permit the proposed uses and buildings/structures, and the Ministry of Natural Resources approving the modifications to the Aggregate Resources Act Rehabilitation Plan and approving the surrendered Aggregate Resources Act License 6513. The servicing, including sewage capacity and water supply capacity for the subject lands as shown on Attachment #4 must be demonstrated/identified. Therefore, the removal of the existing Holding Symbol (H) will only occur when these matters are addressed. Conditions of draft approval have been included in this report to address these requirements.

The Owner is proposing additional uses to the subject lands that are in keeping with the intent of the Official Plan. In regard to the letter of objection received from Ms. G. F. Ahmadi of 2057 Major Mackenzie Drive, the traffic volume expected from the proposed uses allowed by the Official Plan would generally be comparable to the already permitted uses allowed by the Official Plan, as well as the Zoning By-law. Further, as part of the plan of subdivision process a transportation management plan is to be submitted for review by the City and Region. The density and intensification concerns are generally associated with a residential proposal, which is not an issue for the industrial/commercial proposal.

The Development Planning Department supports the proposed uses subject to addressing the requirements of the Ministry of the Environment and Ministry of Natural Resources, complying with the requirements of the Oak Ridges Moraine Conservation Plan, submitting a market study for the pharmacy use in accordance with the Official Plan, and demonstrating/identifying the servicing for the subject lands, as the proposed uses are consistent with the Prestige Industrial designation in the Official Plan.

Subdivision Design

The 27.729ha draft plan of subdivision shown on Attachment #2 is comprised of the following:

- i) a total of 7 blocks comprised of 2 blocks for industrial/commercial uses (Block 4 – 6.629ha and Block 7 – 9.392ha) and 5 blocks for industrial uses (Block 1 – 2.917ha, Block 2 – 1.565ha, Block 3 – 1.517ha, Block 5 – 1.329ha and Block 6 – 2.279ha); and,

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- ii) 2 streets (Street 1 – 26m right-of-way and Street 2– 23m right-of-way).

Street “1” is an east-west road in the middle of the plan, which intersects to the north with Street “2” and to the east with the north-south extension of McNaughton Road. Street “1” terminates in a cul-de-sac near the GO Transit lands. Street “2” is to traverse in a north-south direction and intersects to the north with the east-west extension of McNaughton Road and to the south with Street “1”. All blocks in the draft plan abut a minimum of two streets.

The draft plan of subdivision provides for 7 blocks. There are 2 blocks (Blocks 4 and 7) for industrial/commercial uses abutting McNaughton Road with 1 block (Block 7) also abutting Major Mackenzie Drive. The remaining blocks are for industrial use (Blocks 1 to 3 inclusive, 5 and 6). However, GO Transit is interested in acquiring Block 1, which abuts the railway right-of-way and McNaughton Road, for the expansion of the Maple GO Transit Station. Blocks 5 and 6 are separated from Major Mackenzie Drive by Hill Street and the cemetery, but are still visible from Major Mackenzie Drive.

The development details for the draft plan are as follows:

Blocks 1 to 3, 5 and 6 - Industrial	9.597ha
Blocks 4 and 7 Industrial/Commercial	16.021ha
Blocks 8 to 14 inclusive - 0.3m Reserves	0.016ha
<u>Streets</u>	<u>2.095ha</u>
Total	27.729ha

The Owner will be required to provide urban and architectural design guidelines for the subject lands with respect to the street network, public/private streetscape realm and built form. Further, the proposal must to incorporate pedestrian promenades leading to the Maple GO Transit Station. A streetscape and open space/landscape masterplan will also be required. The design guidelines and masterplan are to be for both the subject lands and the North Proposal.

The draft plan has been red-lined to incorporate the following modifications as shown on Attachment #4:

- i) a 6m wide landscape strip for the subject lands where they abut McNaughton Road, the north and south sides of Street “1”, and the east and west sides of Street “2”;
- ii) a 6m wide pedestrian connection to the Maple Go Station at the west end of Street “1”: and,
- iii) 0.3m reserves along the property lines of the Blocks where they abut McNaughton Road, Street “1”, Street “2”, Hill Street and Major Mackenzie Drive.

The Development Planning Department is satisfied with the proposed subdivision design subject to the comments in this report, and the conditions of approval in Attachment #1.

Ministry of the Environment

The Owner has submitted an application to the Ministry of the Environment to amend Certificate of Approval A230610. This amendment is to define the lands needed to manage the Keele Valley Landfill site through its entire post closure phase for the potential contaminating life span of the site. The Ministry of the Environment is currently reviewing the Keele Valley Landfill Site Closure Plan and associated technical reports. The By-law cannot be amended, the Holding Symbol (H) cannot be removed and the plan of subdivision cannot be approved until the Ministry of the Environment provides documentation removing the subject lands from the Secondary Buffer Area

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and/or amending Certificate of Approval No. A230610 to permit the proposed uses and buildings/structures. A condition of draft approval has been included in this report to address this requirement.

Ministry of Natural Resources

The Ministry of Natural Resources has advised that the subject lands as shown on Attachment #2 are licensed under the Aggregate Resources Act. The Owner has applied to the Ministry to modify the Aggregate Resources Act Rehabilitation Plan and to surrender the Aggregate Resources Act License 6513 for the subject lands. The Ministry has advised that there are concerns respecting the rehabilitation of the lands, including the quality of the fill and water quality from a well to the east of the subject lands resulting in both the Ministry of Natural Resources and the Ministry of the Environment requiring additional information such as a geotechnical report to address these concerns resulting in the Rehabilitation Plan not being approved and the surrendered License not being accepted.

The Ministry further advises that as long as the subject lands remain licensed under the Aggregate Resources Act, it is illegal to undertake any activity, including providing for any use, development of any building/structure, or to amend the zoning, where the activity is not in compliance with the Aggregate Resources Act. Therefore, the Owner is required to submit the required information for review by the Ministry, prior to amending the zoning, lifting the Holding Symbol (H) and approving the final plan of subdivision. A condition of draft approval has been included in this report to address this requirement.

GO Transit

GO Transit is proposing to expand its parking facilities and improve vehicular access as part of its planned rail service improvements for the Maple GO Transit Station as shown on Attachment #4 to accommodate its increased and future ridership, and resulting demand for parking. This can only be achieved by GO Transit acquiring additional lands, specifically Block 1, which is north of the existing Maple Station, and providing for a direct extension of the existing parking area and access to McNaughton Road.

The Owner for the subject lands has proposed to exchange lands with GO Transit, specifically to exchange 0.955ha of Block 1 adjacent to the railway lines on the south side of McNaughton Road in exchange for 0.954ha of lands that GO Transit had considered acquiring adjacent to Block 5, as shown on Attachment #4. However, the proposed land exchange is not a feasible option for GO Transit. The Owner and GO Transit are in discussions regarding the land acquisition issue. GO Transit advises that additional parking and improving vehicular access is required for the long-term viability of the Maple GO Transit Station. Therefore, the issue of the acquisition of Block 1 and access to McNaughton Road are to be dealt with prior to approval of this proposal. Conditions of draft approval have been included in this report to address these requirements.

The Toronto & Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) is reviewing the proposal. However, the Owner will be required to provide technical reports, including a stormwater management report, to the TRCA for review. The proposal must conform to the Oak Ridges Moraine Conservation Plan and address the conditions of draft plan approval included in Attachment #1.

Engineering Department

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

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a) Environmental Site Assessment (ESA)

The subject lands as shown on Attachment #2 are subject to the “Waste Disposal Assessment Area” policies of the Official Plan, which requires that studies be carried out to the satisfaction of the City, Toronto and Region Conservation Authority, Region and Province to show that the proposed development can safely take place and will not impact the monitoring and environmental controls required for the closed Keele Valley Landfill site. The technical reports required for the ESA are under review by the Ministry of the Environment. The City will also rely on the technical expertise of the Ministry for the ESA. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to final approval of any portion of the plan. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Official Plan requires all new industrial development to occur on the basis of the municipal water system, sanitary sewer system and stormwater management system. The Owner is required to provide a functional servicing report detailing how the subject lands as shown on Attachment #4 will be serviced by potable water, sanitary sewage disposal, storm sewers, hydro and other related utilities, as well as stormwater management. The report is to also indicate how this proposed development will coordinate with the Maple Valley Master Environmental Servicing Plan, dated May 2003, by Stantec Consulting Ltd. Further, a detailed water supply analysis on how the subject lands will connect to the existing water supply system in Pressure Districts #7, #8 and #9 is required for review.

c) Transportation

The Owner is required to submit a transportation management plan, which includes the accommodation of the transit system for the subject lands and the North Proposal. A noise and vibration report will be required, which is to be prepared using the greater of either the AADT volumes or the Region of York volumes.

The Engineering Department requires that the required reports be submitted for review. Conditions of draft approval with respect to the Engineering Department’s requirements have been included in Attachment #1.

Parkland/Cash-in-Lieu

The parkland dedication for the draft plan of subdivision shall be dedicated and/or cash-in-lieu of the dedication of parkland paid, in accordance with the Planning Act and the City’s approved “Cash-in-Lieu of Parkland Policy”. The subdivision plan does not include a park within the subject lands. Therefore, cash-in-lieu of the dedication of parkland will be required for the subject lands. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation’s approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. A condition of draft approval has been included in this respect.

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The Region of York

The Region of York is reviewing the proposed subdivision. The Owner is required to submit reports such as a functional servicing report, transportation report, and noise report. The Region will be determining the servicing and/or allocation issues which may arise through the review of the proposal. Conditions of draft approval respecting the Region's requirements have been included in Attachment #1.

Agency Comments

Canada Post and Power Stream Inc. have advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval, set out in Attachment #1.

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 applications to amend the Zoning By-law and for approval of Draft Plan of Subdivision 19T-05V05(S) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, and the area context. The proposed draft plan for an industrial and commercial plan of subdivision consisting of a total of 7 blocks comprised of 2 blocks for industrial/commercial uses and 5 blocks for industrial uses on 27.729ha, as shown on Attachment #4, is an appropriate form of development for the subject lands.

The subject lands are subject to a number of conditions, which are to be addressed prior to the enactment of any by-law, the lifting of any Holding Symbol (H) and final approval of any part of the draft plan of subdivision. These requirements include the proposal demonstrating conformity to the Oak Ridges Moraine Conservation Plan in accordance with OPA #604, the Ministry of the Environment amending Certificate of Approval No. A230610 to permit the uses and buildings/structures proposed and/or removing the lands from the Secondary Buffer Area of the closed Keele Valley Landfill Area, the Ministry of Natural Resources approving surrendered Aggregate Resources Act License 6513, and addressing the servicing requirements.

The Development Planning Department can support the approval of the Applications for the Zoning By-law Amendment and the Draft Plan of Subdivision, as red-lined, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location/Zoning Map
3. OPA No. 332 – Land Use Schedule
4. Draft Plan of Subdivision – South
5. McNaughton Community Land Use Plan
6. OPA No. 6 – Aquifer Vulnerability

Report prepared by:

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(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 91, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**OFFICIAL PLAN AMENDMENT FILE OP.05.025
ZONING BY-LAW AMENDMENT FILE Z.05.051
SITE DEVELOPMENT FILE DA.05.060
LEOPARD LANE DEVELOPMENT INC. AND SHAREWELL INVESTMENTS INC.
REPORT #P.2006.4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.025 (Leopard Lane Development Inc. and Sharewell Investments Inc.) BE APPROVED, to exempt the subject lands shown on Attachment #1, from the policy of the "Maple Commercial Core Area" designation in OPA #350 (Maple Community Plan) which requires a minimum of 70% of the frontage at grade level to be used for street-related retail, office and service uses, in order to facilitate a 30 unit residential condominium apartment building.
2. THAT Zoning By-law Amendment File Z.05.051 (Leopard Lane Development Inc. and Sharewell Investments Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically Exception 9(157) to rezone the subject lands as shown on Attachment #1 from C6 Highway Commercial Zone and C1 Restricted Commercial Zone, subject to Exception 9(157) (Sharewell lands) to RA3 (H) Apartment Residential Zone with the Holding Symbol "(H)". The site-specific Zoning By-law will also have site-specific zoning exceptions to implement the final approved site plan to permit a 30 unit residential condominium apartment building (Building "C") and to maintain the existing commercial development (Buildings "A" and "B") on the balance of the reconfigured Sharewell lands, as shown on Attachment #2. The site-specific zoning standards will implement the proposed development and maintain the existing commercial plaza.
3. THAT Site Development File DA.05.060 (Leopard Lane Development Inc. and Sharewell Investments Inc.) BE APPROVED, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i) the Development Planning Department shall approve the final site plan, landscaping plan and cost estimate, and building elevations;
 - ii) the Engineering Department shall approve the final site servicing and grading plan, stormwater management report, access, parking and on-site vehicular circulation;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) a functional servicing, external lighting plan, and noise report shall be submitted and approved to the satisfaction of the Engineering Department;
 - v) an external lighting plan shall be submitted and approved to the satisfaction of the Engineering Department;

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- vi) an archaeological report shall be approved to the satisfaction of the Cultural Services Division;
 - vii) prior to the execution of the site plan agreement, the Holding Zone applicable to the subject lands shall be lifted;
 - viii) a Consent application be approved by the Committee of Adjustment and shall be final and binding;
 - ix) the availability of water and sanitary servicing capacity for the proposal must be identified and allocated by Council; and
 - x) the Owner shall satisfy all requirements of the Region of York Transportation and Works Department;
- b) That the site plan agreement shall include the following provisions:
- i) a clause requiring that the residential development shall proceed by way of plan of condominium;
 - ii) “For residential development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate, whichever is higher, in accordance with the Planning Act and the City’s Cash-in-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approval appraisal shall form the basis of the cash-in-lieu payment”;
 - iii) a maintenance clause respecting that any enhanced landscaping or features other than tree planting on the Regional Road right-of-way will require the Owner to be subject to a one time dollar amount payment to be determined by the Development Planning Department in consultation with the Parks and Forestry Operations Department; and
 - iv) a clause identifying that snow removal and garbage pick-up shall be privately administered and the responsibility of the condominium corporation, which shall also be included in all offers of sale, purchase and/or lease;
- c) That the necessary amendment to the existing site plan agreement and zoning by-law for the commercial plaza (Sharewell Investments Inc.) be undertaken to implement the proposed residential development.

Economic Impact

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

Purpose

The Owner has submitted the following applications:

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1. An Official Plan Amendment Application (File OP.05.025) to exempt for the subject lands shown on Attachment #2, from the policy of the "Maple Commercial Core Area" designation in OPA #350 (Maple Community Plan) which requires a minimum of 70% of the frontage at grade level to be used for street-related retail, office and service uses, in order to facilitate a 30 unit residential condominium apartment building.
2. A Zoning By-law Amendment Application (File Z.05.051) to:
 - a) rezone the subject lands (Leopard Lane lands, and northerly portion of the Sharewell lands in the same ownership) as shown on Attachment #1 from C6 Highway Commercial Zone and C1 Restricted Commercial Zone, subject to Exception 9(157) (Sharewell lands) to RA3 (H) Apartment Residential Zone with the Holding Symbol (H). The site-specific zoning exceptions are required to implement the final approved site plan, for the 30 unit residential condominium apartment building; and,
 - b) provide for the necessary zoning exceptions required to maintain the existing commercial development (Buildings "A" and "B") on the balance of the reconfigured Sharewell lands as shown on Attachment #2.
3. A corresponding Site Development Application (File DA.05.060) to:
 - a) permit a 3,669.34m², four-storey residential condominium apartment building (Building 'C') on 0.142ha of the overall parcel of land (Leopard Lane lands), as shown on Attachment #2; and
 - b) amend the existing site plan agreement for the northerly 0.849ha of the Sharewell lands to facilitate the reconfigured lot, as shown on Attachment #2.

The proposed four-storey apartment building (Building 'C') is comprised of 30 units on the first three-storeys and amenity area on the fourth storey incorporated within the attic space of the roof, as shown on Attachments #4 and #5. The amenity area will only include a lounge/party room, washrooms, library/card room, exercise room, storage, and lockers. The total proposed gross floor area is 3,669.34m².

Background - Analysis and Options

The overall 0.991ha site shown on Attachment #1 (Leopard Lane, 0.142ha and Sharewell, 0.849ha) is located on the east side of Keele Street, south of Major Mackenzie Drive, in Lot 20, Concession 3, City of Vaughan. The site was used for a residence and a service station since the 1920s. The former service station has been abandoned since the late 1980s. The Technical Standards and Safety Authority (TSSA) have indicated that the Ministry of Consumer and Commercial Relations (MCCR) conducted an inspection in 1995. The inspection report stated that the former service station was abandoned and that the tanks and equipment were removed at that time. The license was cancelled from the TSSA's records in 1995.

The surrounding land uses are:

- North - existing business and professional office use (C1 Restricted Commercial Zone)
- South - existing Maple Centre Plaza (C1 Restricted Commercial Zone, subject to Exception 9(157))
- East - existing detached residential use (R3 Residential Zone)
- West - Keele Street; existing residential use and Maple United Church (RM2 (H) Multiple Residential Zone with a Holding Symbol "(H)", and R1 Residential Zone, respectively)

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On January 13, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Maple Village Ratepayers Association.

Comments were received from the adjacent resident to the east (128 Oakdale Road) wherein concerns were expressed with respect to the loss of view, privacy and natural sunlight.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 6, 2006 and to forward a comprehensive report to a future Committee meeting was ratified by Council on February 13, 2006. A Notice of this Committee of the Whole meeting was sent to those individuals previously requesting notification or having expressed interest in the file.

Official Plan

The subject lands are designated “Maple Commercial Core Area” in OPA #350 (Maple Community Plan), as amended by OPA #533.

a) Proposed Land Use

OPA #350, as amended by OPA #533, limits a building form within the Commercial Core Area to three-storeys, to be terraced and buffered from the adjacent low-density residential areas.

Section A, Planning Strategy and Policies, Subsection III – Municipal, Paragraph 6, of OPA #350 states the following with respect to the Maple Commercial Core Area (in part):

“The vitality and function of the existing commercial areas of Maple at the Major Mackenzie Drive and Keele Street crossroads is to be reinforced by encouraging the redevelopment and intensification of property for businesses, residential and commercial purposes.”

The Maple Community Plan also includes a policy under Section B, Background, and Subsection II – Goals, subparagraph f), which identifies the provision of a full range and mix of housing types as a goal of the plan.

The proposed development with the first 3-storeys restricted to residential dwelling units only, with amenity area restricted only within the terraced roofline, conforms to the Official Plan.

b) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the Maple Streetscape and Urban Design Guidelines (MSUDG’s). The proposed site plan includes unit pavers along the Keele Street frontage and hard surface landscape connections to the site.

c) Massing, Scale and Building Height

Policies are included in the Official Plan respecting the massing, scale and building height of a new development in the Maple Commercial Core Area. The policies require that the scale and form of the building be complementary with adjacent development, that buildings fronting onto Keele Street not exceed three-storeys, and that regard shall be had to Section 6.4 of the Maple Streetscape and Urban Design Guidelines. The building is a maximum of three-storeys in height, with amenity space terraced back and within the roofline. The building is compatible with adjacent developments from a scale and massing perspective, and also similar to the development that is under construction on the lands to the south (9907 and 9901 Keele Street). The massing, design, and building form for the building is compatible with the adjacent development.

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d) Site Plan Control

OPA #350, as amended, requires that development in the Maple Commercial Core Area be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.05.060), which is also the subject of this report.

e) Minimum Frontage Requirement

The Official Plan requires that development comprise a minimum of 70% of the lot frontage at grade level for street-related retail, office and service uses. The proposed residential condominium apartment building does not include grade related commercial uses, which is the purpose of the Official Plan Amendment File (OP.05.025). Given that the lot is narrow and that the proposed development is in conjunction with the commercial plaza to the south, the Development Planning Department can support the proposed exemption from the 70% requirement for lot frontage at grade level to be street-related retail, office and service uses.

f) Summary

In view of the above, the Development Planning Department is satisfied that the Zoning Amendment File (Z.05.051) and Site Development File (DA.05.060) are consistent with the development criteria in the Official Plan, as amended. The request for exemption from the 70% requirement for lot frontage at grade level to be street-related retail, office and service uses, can be supported by the Development Planning Department for the reason identified above.

Region of York Official Plan

The Region of York Official Plan establishes various objectives, including the need to promote a transit supportive urban structure that includes compact development, and a broad mix and range of housing including different housing forms, types and tenures to satisfy the needs of the Region's residents. The Regional Plan identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different kinds of households. The proposed development provides intensification on Keele Street within the Maple Commercial Core Area. The proposal is consistent with the goals and objectives of the Regional Plan.

Provincial Policy Statement

The Provincial Policy Statement (PPS) includes policies that encourage residential intensification, densities that make more efficient use of land and public infrastructure, public transit supportive development, and the provision of a full range of housing types. The proposed development is consistent with the goals and objectives of the PPS.

Zoning

The subject lands are zoned C6 Highway Commercial Zone and C1 Restricted Commercial Zone, subject to Exception 9(157), in By-law 1-88, which permits various commercial uses. The proposed residential development does not comply with the Zoning By-law. The Owner has submitted a Zoning By-law Amendment Application (File Z.05.051) to:

1. Rezone the subject lands (Leopard Lane lands, and northerly portion of the Sharewell lands in the same ownership) as shown on Attachment #1 from C6 Highway Commercial Zone and C1 Restricted Commercial Zone, subject to Exception 9(157) (Sharewell lands) to RA3 (H) Apartment Residential Zone with the addition of the Holding Symbol "(H)". The site-specific zoning exceptions are required to implement the final approved site plan, if approved, for the 30 unit residential condominium apartment building; and,

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2. Provide for the necessary zoning exceptions required to maintain the existing commercial development (Buildings “A” and “B”) on the balance of the reconfigured Sharewell lands as shown on Attachment #2.

The following are site-specific zoning exceptions that are required to implement the proposed site plan, shown on Attachment #3:

- a) the implementing Zoning By-law for the Leopard Lane Development Inc. lands shall:
 - i) rezone the subject lands from C6 Highway Commercial Zone and C1 Restricted Commercial Zone, subject to Exception 9(157) (Sharewell lands) to RA3 (H) Apartment Residential Zone with the Holding Symbol “(H)”;
 - ii) include a clause permitting locker rooms, electrical and maintenance rooms, and amenity areas to be located in the attic/roof level, and prohibiting any dwelling units in this area;
 - iii) permit a maximum building height of three (3) storeys;
 - iv) permit a minimum front yard setback (Keele Street) of 3.0m, whereas 7.5m is currently required;
 - v) permit a minimum rear yard setback of 4.0m, whereas 7.5m is currently required;
 - vi) permit a minimum interior side yard setback of 6.6m from the north property line, whereas 7.5m is currently required;
 - vii) require that the Holding Symbol “(H)” be lifted upon the availability of sewage and water servicing capacity to facilitate the proposed development;
 - viii) exempt the subject lands from the requirement to provide a minimum 3m wide landscaping strip around the periphery of the outdoor parking area;
 - ix) exempt the subject lands from the requirement to provide a minimum 1.2m high earth berm or evergreen hedgerow around the periphery of the outdoor parking area; and
 - x) include any other zoning exceptions as may be required to implement the final approved site plan;
- b) the implementing amendment to the existing Zoning By-law Exception 9(157) for the Sharewell Investments Inc. lands shall:
 - i) exempt the subject lands from the requirement for a 2.4m wide landscape buffer requirement within the Commercial Zone along the property line abutting a Residential Zone;
 - ii) permit a reduction of parking to 79 parking spaces, whereas 100 parking spaces are required;
 - iii) require an amendment to the accompanying Zoning Exception Schedule E-162; and

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- iv) include any other zoning exceptions as may be required to implement the final approved site plan.

The proposed development currently does not have water and sewage servicing allocation. A clause will be included in the implementing zoning by-law that the Holding Symbol (H) shall not be removed until such time as the availability of water and sanitary servicing capacity for the proposal be identified and allocated by Council and that the use of the lands zoned with the Holding Symbol "(H)" be limited to those uses legally existing on the date of enactment of the By-law, if approved.

The Development Planning Department can support the proposed zoning exceptions as they implement a development which supports the Provincial and Regional initiatives respecting intensification and the broadening of the housing supply in the community. In addition, the amendments will facilitate a development that is compatible with the surrounding land uses from a use and built form perspective. The exceptions will also implement the proposed site plan and maintain the existing commercial development (Buildings "A" and "B") on the balance of the reconfigured Sharewell lands as shown on Attachments #2 and #3.

Compatibility

a) Land Use

The Official Plan permits the proposed commercial and residential uses along this part of Keele Street. The introduction of the proposed residential development into the Maple Commercial Core Area is considered appropriate for several reasons, including: increased pedestrian traffic and vitality in the core area; a population to support commercial enterprises; reduced dependency on the automobile, resulting from the close proximity of retail and residential uses; an around-the-clock presence in the core area; and, a greater variety of housing types in the community. Future residents will have access to many services, including commercial, institutional and recreational uses. Furthermore, the site is well located and provides an opportunity to revitalize a portion of the core area.

The Official Plan policies encourage the proposed use in two specific ways. First, the Plan encourages a variety of housing types in the Maple Area. The Regional Official Plan and the Provincial Policy Statement further reinforces this policy objective. Second, the Plan encourages the redevelopment and intensification of the property for residential purposes at the Major Mackenzie Drive and Keele Street crossroads. The site is located on a major arterial road, providing future residents accessibility to many services.

In view of the above, the proposed land uses are compatible with adjacent land uses.

b) Building Form

Compatibility of the proposed building form with adjacent development is important and required by the Official Plan. Compatibility of building forms does not necessarily mean that new development is identical to the existing development. Certain building designs, architecture and site planning techniques can successfully integrate a new structure with its surroundings.

A three storey medical building is currently situated on the lands north of the subject lands. The lands to the immediate south of the Sharewell lands are currently being developed with a mixed residential/commercial development with a similar building form. Other lands along the Keele Street corridor are commercial and residential based.

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The proposed building is a maximum of three-storeys in height as permitted by the Official Plan, with a terraced amenity area within the roofline, which will include a party/lounge area, storage lockers, exercise room, library/card room, and washrooms. No residential dwellings are permitted in the roofline. The portion of the building fronting onto Keele Street incorporates variations in roofline, façade treatments and an entry feature to provide visual relief to the massing of the building.

Given the policies of the Official Plan respecting permitted building heights and the surrounding development context, the Development Planning Department is satisfied that the proposed development will be compatible with the adjacent surrounding lands. Landscaping and fencing will be further utilized to achieve compatibility between the adjacent properties.

Site Design

The proposed site plan is shown on Attachment #3. The site plan is comprised of one rectangular building, aligned with the northerly property line, on an overall 0.991ha site shown on Attachment #2 (Leopard Lane, 0.142ha; and Sharewell, 0.849ha). There are two principal driveways that provide access to the site. One driveway access is located at the north end of the subject lands and facilitates vehicular access for the residents of the building by way of a concrete ramp down into the underground parking garage consisting of 48 spaces. The other driveway is shared with the Sharewell lands to the south and is the primary vehicular and pedestrian entrance that leads to the visitor parking and garbage pick-up areas. This area is demarcated from the Sharewell lands to the south by an ornamental 1.8m high metal fence and masonry wall combination located on the Leopard Lane lands as shown on Attachment #7. The principal pedestrian entrance into the building is located on the south side of the building. Another entrance into the building is located on the west side along Keele Street, from the public sidewalk.

Outdoor patios, surfaced with unit pavers, for several of the ground floor units are proposed along the north and east elevations, in addition to the two outdoor patios proposed on the south side of the property, closer to Keele Street. These spaces will be surrounded by plantings, for additional screening, and will provide additional amenity spaces. The majority of the pavement treatment will be of unit pavers in order to provide a more urban environment. Landscape planters will soften the hard landscaping.

The proposed building is setback a minimum of 3m from the front property line, 4m from the rear property line, 6.6m from the northerly side property line, and 9.1m from the proposed southerly property line.

The Sharewell lands will continue to consist of the existing one-storey commercial plaza that will remain and be incorporated into the overall site plan. The Sharewell lands will be accessed by the shared driveway with the Leopard Lane lands and with an existing driveway to the south. The Owner intends to realign the property line between the Sharewell and Leopard Lane lands by way of an Application for Consent with the Committee of Adjustment. Upon land severance, the existing site-specific by-law (Exception 9(157)) and accompanying schedules must be amended, if approved.

The adjacent neighbour to the rear (east) expressed concerns about noise, screening and their view. The building is setback 4m from the rear lot line, and there will be a landscape strip and new privacy fencing to provide screening. The rear 11.5m of the building incorporates a flat roof to reduce the visual height of the building. The Owner is required to submit a noise report and an external lighting plan to the satisfaction of the Engineering Department.

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Access to the proposed development is from Keele Street, which is a Regional Road. The Region of York Transportation and Works Department has reviewed the applications and has no objections to the development concept in principle.

It is intended that the project will proceed by way of a draft plan of condominium, which will be submitted at a future date. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building Elevations

The proposed building elevations are illustrated on Attachments #4 and #5. The Keele Street (west) elevation is comprised of a variety of materials including brick, architectural block, and stucco articulated in a manner to create visual interest to the building and address the massing of the structure. A stucco accent band above the first storey is carried around the building to further address the massing of the building elevations. The architectural concrete blocks (replica stone) are carried vertically from the building base to the front entrance to create a distinct pedestrian entry feature from Keele Street. A flat roof, accented with a decorative metal railing, septagonal tower is located at the north end of the Keele Street elevation. The elevations include mostly warm red and yellow brick with minor stucco accents framing the windows with architectural concrete block accents at the base of the ground floor level, as shown on Attachments #4 and #5. Prefinished aluminum railings for the proposed balconies on the south, north and east elevations provide visual accents.

The Owner is proposing fake spandrel glass panels on the front (west) elevation, as shown on Attachment #5. Fake spandrel glass is not acceptable, and the final elevation plans will be required to be revised by the applicant for approval by the Development Planning Department.

Maple Streetscape and Urban Design Guidelines (MSUDGs)

The Maple Community Plan requires that development applications have regard for specific sections of the Maple Streetscape and Urban Design Guidelines. In addition, the balance of the guidelines, are used to assess development proposals in the Major Mackenzie Drive and Keele Street corridors within Maple. The vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines. In this context, Council has established the Maple Streetscape Advisory Committee (MSAC) to implement the MSUDG's. The Committee has considered the proposed development, and is generally satisfied with the proposal.

Parking

The proposed site plan indicates that 53 parking spaces will be provided. Zoning By-law 1-88 requires that parking for the development is calculated as follows:

	<u>Required</u>	<u>Provided</u>
30 residential units x 1.5 spaces/unit =	45 spaces	45 spaces
Visitor Parking @ 0.25 spaces/ 30units =	8 spaces	8 spaces
Total =	53 spaces	53 spaces

The proposed development meets the minimum parking requirements of By-law 1-88. As a condition of site plan approval, parking, access and on-site vehicular circulation will be approved to the satisfaction of the Engineering Department.

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Landscaping

The proposed landscape plan is shown on Attachments #6 and #7. The landscape plan shall incorporate the requirements of the Maple Streetscape and Urban Design Guidelines including the traditional acorn lamps, the rear landscaping strip to act as a buffer to the adjoining residential area, and the planters provided at the front and side of the building together with the standard Maple streetscape furnishings. One trash receptacle shall be provided on the private property and should conform to the Maple Streetscape requirements. Extensive soft and hard landscaping is proposed at the front of the property to enhance the proposed development and at the rear to buffer the development from the existing residential uses to the east. Specifically, Redspire Ornamental Pear trees are proposed along the north and east property lines to provide landscape buffering with a start height of 3.5m. A 0.9m high concrete wall with a 0.9m upper wood privacy screen (total height of 1.8m) is provided along the north and east property lines for added landscape and privacy feature. Shademaster Honey-locusts are provided on the south side of the building and two English Oaks are proposed along the Keele Street frontage. Unit paved patios are proposed for the ground level residential units surrounded by 0.9m high masonry planter retaining wall.

As shown on Attachment #7, a 1.8m high brick masonry post with precast coping and lamp fixture combined with 1.15m high brick masonry half wall with precast coping and 0.65m high ornamental metal fence is proposed between the Leopard Lane and Sharewell lands. The proposed wall will provide separation of vehicle traffic and reduce internal traffic conflicts and will further frame the Leopard Lane lands for privacy.

The subject lands are subject a maintenance clause requiring that any enhanced landscaping or features other than tree planting on the Regional Road right-of-way will require the Owner to be subject to a one time dollar amount payment determined by the Development Planning Department in consultation with the Parks and Forestry Operations Department. The maintenance clause will be incorporated into the site plan agreement.

The final landscape plan and cost estimate shall be approved by the Development Planning Department.

Maintenance Rooms and Lockers

The development includes maintenance and locker rooms within the roof of the building, which is considered an additional storey by By-law 1-88. These rooms provide desirable necessary rooms for the residents and functioning of the building. OPA #350, as amended by OPA #533, restricts the height of new developments in the Maple Commercial Core Area to a maximum of three 3-storeys, to control the height, massing and density in new residential and mixed-use projects.

The height and massing of the building would be the same, with or without the maintenance and locker rooms, which are located predominately in the centre of the building, setback from the exterior walls and contained within the typical roof space. These rooms do not require a mansard roof or partial fourth floor, which would have the effect of changing the height and/or massing of the building. The only change to the roof structure resulting from the amenity space is the inclusion of a total of four dormer windows on the north and south elevations.

Indoor locker and maintenance rooms are not typically included in the density calculation and therefore, do not impact on the overall density of the proposal. To ensure that this space is not converted for residential purposes, the implementing zoning by-law will restrict the attic space for the specific purposes.

In view of the above, the intent of the Official Plan is maintained, subject to the by-law restricting the roof space for maintenance and locker room purposes.

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Cultural Services

The subject lands are within the proposed Maple Heritage Conservation District Study Area. A standard condition of all development application approvals is the determination of potential for any concerns for archaeological resources within the development area. Cultural Services has already issued clearance for the demolition of all buildings on the subject property and this has recently been carried out. However, prior to final approval of the proposed development and prior to the initiation of further grading of the subject property, a preliminary archaeological assessment of the entire area within the proposed development must be carried out by a licensed archaeologist and submitted to the municipality and the Ministry of Culture - Archaeology Branch for review and approval. Also, the land use history of the subject property includes automotive repair and a gas station, and therefore, may still contain remnants of these uses underground.

The archaeological assessment report shall be approved to the satisfaction of the Cultural Services Division of the Recreation and Culture Department.

Engineering

b) Noise

A noise report is required by the Engineering Department. The report shall discuss the impact of the proposed development on the adjacent residential areas as well as the noise attenuation feature required (if necessary) for the proposed residential units. The noise report shall be approved to the satisfaction of the Engineering Department.

b) Servicing

The Engineering Department has reviewed the proposed development plan and has advised that the subject lands currently do not have allocation for the 30 residential units. In accordance with the City's Servicing Capacity Distribution Protocol, as adopted by Council on November 14, 2005, servicing allocation capacity for the proposed development has not been reserved nor assigned potential future capacity at this time. Therefore servicing allocation capacity is currently not available to support the proposed development.

A Functional Servicing Report must be submitted for review and approval in support of the Official Plan and Zoning applications to the satisfaction of the Engineering Department. The report must address and ensure that the proposed development is serviced in accordance with all Engineering Department Design Standards and Criteria.

The Owner is required to submit to the Engineering Department, a satisfactory Site Servicing and Grading Plan. The Site Servicing and Grading Plan must be signed and dated with a Professional Engineer's Stamp.

Garbage and snow removal will be by private pick-up.

c) Storm Water Management Report

The Owner is required to submit to the Engineering Department, a satisfactory Storm Water Management Report to demonstrate an acceptable outlet for storm water runoff from the subject site and justifying that the allowable site release rate will not be exceeded.

d) Record of Site Condition

The Record of Site Condition (RSC) has been filed and acknowledged by the Ministry of Environment, Environmental Assessment and Approvals Branch on March 9, 2006.

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Region of York

The Region of York has no objection to the development concept, in principal, provided water and sewer capacity has been allocated. However, work on or abutting the Regional right-of-way must not proceed without final approval from the Region of York.

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 Official Plan and Zoning By-law Amendment and Site Development applications in accordance with the goals and objectives of the Provincial Policy Statement, Regional Official Plan, OPA #350 (Maple Community Plan), as amended, the Maple Streetscape and Urban Design Guidelines, and the area context. The proposed development concept conforms to the intent of OPA #350 (Maple Community Plan), with the exception of no longer requiring 70% of the Keele Street frontage at grade to be commercial, which is supported by the Development Planning Department. The Development Planning Department is satisfied that the proposed Zoning By-law Amendment with site-specific exceptions and the application of a Holding "H" provision, and the Site Plan is appropriate to facilitate the residential building development while maintaining the existing commercial plaza to the south.

Accordingly, the Development Planning Department can support the approval of the Official Plan Amendment, Zoning By-law Amendment and Site Development applications, subject to the comments and conditions of approval in this report.

Attachments

1. Location Map
2. Overall Site Plan
3. Leopard Lane Site Plan
4. Elevation Plan – East and North
5. Elevation Plan – West and South
6. Landscape Plan
7. Landscape Plan – Wall Detail

Report prepared by:

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/CM

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

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Item 92, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.06.029
NINE-TEN INVESTMENTS LIMITED
REPORT #P.2006.40**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.029 (Nine-Ten Investments Limited) BE APPROVED to:
 - i) rezone Parcel "A" as shown on Attachment #3, from OS5 Open Space Environmental Protection Zone to RD3 (H) Residential Detached Zone Three with the Holding Symbol "H";
 - ii) rezone Parcels "B" and "C" as shown on Attachment #3, from OS5 Open Space Environmental Protection Zone to RD4 (H) Residential Detached Zone Four with the Holding Symbol "H";
 - iii) rezone Lot 6 as shown on Attachment #3, from a split RS1 Residential Semi-Detached Zone One/RD4 (H) Residential Detached Zone Four to a straight RD4 Zone; and,
 - iv) remove the Holding Symbol "(H)" from Lots 60-62, currently zoned RD3 (H) Residential Detached Zone Three, as shown on Attachment #3.
2. THAT the Owner submit a revised Block 18 Community Design Plan to provide an amended subdivision streetscape drawing reflecting the minor revisions to the approved Plan of Subdivision 19T-00V17, to the satisfaction of the Development Planning Department.

Economic Impact

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

Purpose

The Owner has submitted an application to amend the Zoning By-law on the subject lands shown on Attachment #1, specifically to amend Zoning By-law 1-88 in the following manner:

- i) rezone Parcel "A" as shown on Attachment #3, from OS5 Open Space Environmental Protection Zone to RD3 (H) Residential Detached Zone Three with the Holding Symbol "(H)" for the purpose of adding Parcel "A" to Lot 16 in the approved Draft Plan of Subdivision 19T-00V17;
- ii) rezone Parcels "B" and "C" as shown on Attachment #3, from OS5 Open Space Environmental Protection Zone to RD4 Residential Detached Zone Four with the Holding Symbol "H" for the purpose of adding these parcels to the adjacent easterly and northerly lots in the approved Plan of Subdivision 19T-00V17;

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- iii) rezone Lot 6 as shown on Attachment #3, from a split RS1 Residential Semi-Detached Zone One/RD4 (H) Residential Detached Zone Four to a straight RD4 Zone, to reflect minor adjustments to the lot lines; and
- iv) remove the Holding Symbol “(H)” from Lots 60-62, currently zoned RD3 (H) Residential Detached Zone Three, as shown on Attachment #3.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located north of Rutherford Road and west of Dufferin Street, within Planning Block 18, City of Vaughan. The subject lands are located within the approved Draft Plan of Subdivision File 19T-00V17, as shown on Attachment #2. The subject lands are currently vacant. The surrounding land uses for each parcel/lot are as follows:

North - Parcel “A”: future residential (RD3 (H) Residential Zone with the Holding Symbol “(H)”); Parcel “B”: open space (OS5 Zone); Parcel “C”: future residential (RD4 (H) Residential Zone with the Holding Symbol “(H)”); Lot 6: future road/residential (RD4 Residential Zone); Lots 60-62: future residential (RS1 Residential Zone with Holding Symbol “(H)”)

South - Parcels “A”, “B”, “C”: open space (OS5 Zone); Lot 6: future storm water pond (OS1 Zone); Lots 60-62: future road/residential (RD4 Residential Zone)

East - Parcel “A”: future residential (RD3 Residential Zone with Holding Symbol “(H)”); Parcel “B”: future residential (RD4 (H) Residential Zone with Holding Symbol “(H)”); Parcel “C”: future road/residential (RS1 Zone); Lots 60-62: future residential (RD3 Residential Zone); Lot 6: future residential (RS1 Residential Zone)

West - Parcels “A”, “B”, “C”: open space (OS5 Zone); Lot 6: future residential (RD4 Residential Zone); Lots 60-62: future residential (RD3 Residential Zone)

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the limits of the approved Draft Plan of Subdivision 19T-00V17, and to the Gates of Maple Ratepayers’ Association and the Maple Village Ratepayers’ Association. To date, no comments have been received. The recommendations of the Committee of the Whole on May 29, 2006 to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on June 12, 2006.

Official Plan

The subject lands are designated “Low Density Residential” by OPA #600, as amended by OPA #604 (Oak Ridges Moraine Conformity Plan), which further designates the lands “Settlement Area”. The proposed amendments to the Zoning By-law conforms to the Official Plan.

Zoning

The proposed zoning amendments are shown on Attachment #3. Parcels “A”, “B” and “C” are zoned OS5 Open Space Environmental Zone; Lot 6 is split-zoned RS1 Residential Semi-Detached Zone One/RD4 Residential Detached Zone Four; and Lots 60 to 62 are zoned RD3 (H) Residential Detached Zone Three subject to the Holding Symbol “H”, by By-law 1-88, subject to Exception 9(1226). The removal of the Holding Symbol “(H)” is contingent upon the availability of water and sanitary servicing capacity to service the lots.

Phase 1 of the proposed Draft Plan of Subdivision 19T-00V17, as shown on Attachment #2, is currently allocated 198 units for water and sanitary servicing capacity. Due to the finalization and minor changes of the lotting pattern, 195 units are proposed in Phase 1 thereby making three (3)

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additional units from Phase 2 available for servicing. As a result, the Owner proposes to remove the Holding Symbol "(H)" from Lots 60 to 62 (total of 3 units), while maintaining the Phase 1 unit count 198 for allocation of servicing capacity, as shown on Attachment #3.

The Development Planning Department can support the removal of the Holding Symbol "(H)" from Lots 60 to 62 as the current allocation of water and sanitary servicing capacity (198 units) will remain unchanged.

Subdivision Design

There are no significant changes to the draft plan of subdivision. The road pattern for the subdivision plan will remain unchanged. Upon approval of the implementing zoning by-law by Council, the total number of units will remain at 198 units within Phase 1, which is consistent with what was originally allocated for water and sanitary servicing capacity. The original conditions of subdivision approval dated June 21, 2004 will remain in effect. However, the Owner is required to provide an amended subdivision streetscape drawing to reflect the revisions to the subdivision plan, to the satisfaction of the Development Planning Department.

Oak Ridges Moraine Conservation Plan

The subject lands are located on the Oak Ridges Moraine and are designated as "Settlement Area" by OPA #604, which amends OPA #600 to be in conformity with the Oak Ridges Moraine Conservation Plan (ORMCP). OPA #604 contains transition provisions respecting the processing of applications, which were submitted prior to the enactment of the ORMCP (November 16, 2001). The previous subdivision and zoning approvals for the subject lands were transitional applications, and as a result were not subject to the provisions of the ORMCP. Further, OPA #604 contains provisions for processing applications, which are considered to be "further approvals" of previously approved transitional applications. A further approval is a subsequent approval resulting from a condition of a transitional application such as a draft plan of subdivision. The transitional draft plan of subdivision for these lands contained conditions for a zoning amendment. The applicant has submitted an assessment of the requirements of OPA #604, and has suggested that this zoning application is a "further approval" and therefore not subject to the provisions of the ORMCP. The Development Planning Department concurs with this statement.

Notwithstanding the above, the Development Planning Department is satisfied that the proposed rezoning of Parcel "A", as shown on Attachment #2 from OS5 Open Space Environmental Protection to RD3 (H), Residential Detached Zone Three with the Holding Symbol "(H)" and the rezoning Parcels "B" and "C" from OS5 Zone to RD4 (H) Residential Detached Zone Four with the Holding Zone "(H)" is located outside of the limits of the adjacent tableland woodlot, and its associated buffer, and therefore there are no natural features being removed as a result of this application. The Development Planning Department is satisfied that the proposed application conforms to the requisite provisions of the Oak Ridges Moraine Conservation Plan, and can therefore be supported.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has advised that the rezoning of Parcels "A", "B" and "C" are outside of the limits of the woodlot and therefore TRCA has no objections to the proposed rezoning.

Planning Considerations

The Owner is proposing to amend Zoning By-law 1-88, to rezone Parcels "A", "B", and "C" from OS5 Open Space Environmental Protection Zone to RD3 (H) and RD4 (H) Residential Detached

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Zone Three and Four both with the Holding Symbol “H” as shown on Attachment #3, in order to increase the size of the abutting lots in approved Draft Plan of Subdivision 19T-00V17; and to rezone Lot 6 from a split zone RD4 Residential Detached Zone Four and RS1 Residential Semi-Detached Zone to a straight RD4 Residential Detached Zone Four to reflect minor adjustments to the lot lines; and to remove the Holding Symbol (H) from Lots 60 to 62, which is currently zoned RD3 (H) Zone.

The rezoning of Parcels “A”, “B” and “C” will result in a land addition to the adjacent approved residential lots. The application does not result in the creation of any new lots. The rezoning of Lot 6 is technical in nature, and required to correct the split zone for Lot 6 resulting from the shifting of the approved lot lines. The implementing zoning by-law will rezone Lot 6 to RD4 Residential Detached Zone Four.

The Owner has reconfigured the lotting pattern in Phase 1 of Draft Approved Plan of Subdivision 19T-00V17 resulting in 195 lots instead of the 198 originally approved. As a result, a total of three (3) lots were made available in Phase 1 of Draft Plan of Subdivision 19T-00V17. With the availability of three units in Phase 1, the Owner has requested the removal of the Holding Symbol “(H)” from Lots 60 to 62 within Phase 2 of the Plan, and to be part of Phase 1. The overall 198 unit allocation will not change.

In light of the above, the Development Planning Department can support the Zoning By-law Amendment Application as outlined.

Servicing

The Engineering Department previously reserved the allocation of sewage servicing capacity on the subject lands for 198 units for Phase 1. There is no change to the allocation of servicing capacity to approved Draft Plan of Subdivision 19T-00V17.

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 Zoning By-law Amendment Application to rezone portions of the subject lands, as shown on Attachment #3. The application will facilitate the removal of the Holding Symbol “(H)” on Lots 60 to 62 in Phase 2 resulting from the availability of three units in Phase 1, the rezoning of part of the lands within the OS5 Open Space Environmental Protection Zone that will be added to the adjacent approved residential lots, and the rezoning of Lot 6 from a split zone to RD4 Residential Detached Zone Four. The proposed zoning amendments will not change the overall lotting or road pattern of the approved Draft Plan of Subdivision 19T-00V17, as shown on Attachment #2. For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

Attachments

1. Location Map
2. Approved Draft Plan of Subdivision 19T-00V17
3. Proposed Zoning Amendments

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Report prepared by:

Stephen Lue, Planner I, ext. 8210

Mauro Peverini, Senior Planner, ext. 8407

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 93, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

93 VAUGHAN SOCCER CLUB OFFICE AND FACILITY AT 11151 KEELE STREET

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated June 19, 2006:

Recommendation

Councillor Peter Meffe recommends:

1. That staff negotiate a lease with the Vaughan Soccer Club for use of 11151 Keele Street as a soccer office and facility.

Economic Impact

Nil

Purpose

To provide a more adequate facility for the Vaughan Soccer Club office.

Background - Analysis and Options

The Vaughan Soccer Club has outgrown their existing office at the Maple Community Centre. The property located at 11151 Keele Street is available for use and will be adjacent to the future Vaughan Central Park/Avondale. This space is currently empty and available for lease; the Vaughan Soccer Club has shown an interest in negotiating a lease on this facility.

Relationship to Vaughan Vision 2007

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

Conclusion

It is my belief that it will be a benefit to both the City of Vaughan and the Vaughan Soccer Club to negotiate the leasing of the property at 11151 Keele Street.

Attachments

None.

Report prepared by:

Councillor Peter Meffe

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Item 94, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving the following in accordance with the memorandum from the City Clerk, dated June 26, 2006:

“That all published election notices in the City Page appear with the subtitles in Russian, Chinese, Punjabi and Filipino, indicating that the complete notice is available from the City Clerk and Returning Officer and on the City’s election website.”

94 OUTREACH TO IMMIGRANT COMMUNITIES: MUNICIPAL ELECTION NOTICES

The Committee of the Whole recommends:

- 1) That options 1 to 4 be approved; and
- 2) That the following report of the City Clerk and Returning Officer, dated June 19, 2006, be received.

Recommendation

The City Clerk and Returning Officer recommends that Council give direction by selecting one of the following options:

- 1) Receive the report.
- 2) Place an ad in the City Page and on the election website in various languages reminding recent immigrants to Vaughan to vote and explain how (languages should be specified).
- 3) Insert a subtitle in all election ads indicating they are available upon request in various languages (languages should be specified).
- 4) Publish “Is Your Name on the Voters’ List?” and “Notice of Election” in the City Page and on the election website in various languages (languages to be specified).

Economic Impact

The economic impact is minimal and could be funded from the election reserve fund.

Purpose

To respond to a Council directive to develop a plan for the provision of municipal election notices in no less than three and no more than five languages other than English and French.

Background - Analysis and Options

Council at its meeting of June 12, 2006 adopted a recommendation to develop a plan to provide election notices in various languages (Attachment #1 – Council Extract). A similar plan recently adopted by the Town of Newmarket Council appears to have given rise to this initiative. The Newmarket initiative is quite limited in that it will consist only of one ad in the local paper and on the Town’s website published in five languages that will remind voters when, where and how to vote. No other election notices will be published in languages other than English and French. Other than the City of Toronto, staff are not aware of any other municipalities that provide election notices in languages other than English and French. While an outreach to recent immigrants may

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be laudable, it should be balanced against the perception some may have that the initiative may not be necessary as immigrants who have recently gained Canadian citizenship will have sufficient linguistic fluency to engage the voting process.

The practice in Vaughan has been to publish all election notices in English with a sub-title in French with a notation that the notice is available in French upon request. The notices appear in all ethno-cultural newspapers in Vaughan as well as on the City's election website. In addition, election notices that are published in Italian language papers are in Italian. For the most part the notices published are: Is Your Name on the Voters' List?, Nominations, Notice of Election, Proxy Voting and Notice of Advance Voting. Publishing all these notices may be confusing and unnecessary for new citizens. The Newmarket approach is to keep the message straight forward and simple as noted above the message is to remind new immigrants to vote, the method of voting and where they go to vote. The where in Newmarket's case can be published relatively inexpensively as they only have 13 locations whereas Vaughan will have approximately 100.

In order to do some sort of outreach should Council wish to proceed in that manner, there are a number of options. One would be to place ads in the City Page in various languages that would remind new immigrants to vote and explain how to vote. The cost would be minimal. Another approach would be to include in all election notices that they are available in various languages upon request as is done with the French language. An expanded approach could be to place the Is Your Name on the Voters' List? and Notice of Election in the City Page (Attachment #2). Placing these also in the ethno-cultural newspapers would likely not be effective in reaching new immigrants.

Also to be determined is what languages the ads should be published in. The Council directive stipulates 3 to 5. As noted in the attached report, the ethnic origin of most recent immigrants to Vaughan is: Russian 23%, Chinese 19% and East Indian 17%. Publication in these languages may reach most recent immigrants (Russia, Chinese and Punjabi). The attached report which references Statistics Canada data also indicates that 10% of recent Vaughan immigrants are Filipino and as Vaughan has a friendship agreement with Baguio, publication in Filipino may also be desirable. The cost for each translation would be approximately \$500.00. The cost of publication in the City Page may be covered in the existing contract depending on space availability. Should space not be available, the cost would be minimal.

By way of summary should Council wish to proceed with an outreach initiative, an ad could be placed in the City Page and on the election website in numerous languages reminding recent immigrants to vote and explaining how to vote. The above-noted election ads could be published in various languages and made available upon request. Election ads as indicated above could be published in numerous languages in the City Page.

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

An outreach program to assist recent immigrants to Vaughan may be desirable. It is recommended that Council select one of the following options:

- 1) Receive the report.
- 2) Place an ad in the City Page and on the election website in various languages reminding recent immigrants to Vaughan to vote and explain how (languages should be specified).

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- 3) Insert a subtitle in all election ads indicating they are available upon request in various languages (languages should be specified).
- 4) Publish “Is Your Name on the Voters’ List?” and “Notice of Election” in the City Page and on the election website in various languages (languages to be specified).

Attachments

Attachment #1 – Council Extract – CW Item #3, Report No 33

Attachment #2 – Election Ads

Report prepared by:

John D. Leach, City Clerk

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

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Item 95, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving the recommendation of the City Clerk, dated June 19, 2006;

By directing that the arithmetical mistake in the body of the staff report be corrected by deleting "9.05%" and inserting "1.4%" to reflect the actual increase of the insurance premium; and

By receiving the memorandum from the City Clerk, dated June 26, 2006.

95

CITY OF VAUGHAN INSURANCE 2006-2007

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 26, 2006, for additional information, in accordance with the memorandum from the City Clerk, dated June 19, 2006.

Recommendation

The City Clerk, in consultation with the Manager of Special Projects Licensing & Permits-Insurance Risk Management, recommends:

That the City Clerk be authorized to renew the City's insurance coverage with Frank Cowan Company Limited for the period of July 1, 2006 to June 30, 2007.

Economic Impact

The necessary funds have been budgeted to cover the cost of insurance.

Purpose

To obtain approval to renew the City's insurance policy for the period of July 01, 2006 to June 30, 2007.

Background - Analysis and Options

At the Council Meeting of April 25, 2006, the City Clerk was directed to issue a Request For Proposal for the City's Insurance Coverage. In addition, the Clerk was authorized to retain the services of a consultant to review insurance submissions.

Bid Number RFP-06-129 for General Insurance and Risk Management Program was issued by the City's Purchasing Department on May 18, 2006. The closing date for bid proposals to be received was June 08, 2006. A total of seven (7) companies picked up the proposal. The only company that submitted a proposal was Frank Cowan Company Limited, the City's present insurer.

The submitted bid has been sent to the City's consultant for review, however at the time of the writing of this report the analysis had not yet been received. Additional information will be provided to Council in this regard prior to the Council meeting of June 26, 2006.

The proposal submitted by Frank Cowan Company Limited sets an annual premium for insurance at \$1,316,194.00 plus applicable taxes. This represents a 1.4% increase over the previous year's premium.

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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 recommended that staff be authorized to renew the City's insurance coverage with Frank Cowan Company Limited.

Attachments

None

Report prepared by:

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

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Item 96, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

96

MAINTAINING PUBLIC OWNERSHIP OF OUR WATER

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 19, 2006:

Recommendation

Councillor Tony Carella recommends the adoption of the following resolution:

That the attached correspondence sent to the City of Vaughan from the Ontario Municipal Water Association (OMWA) be received; and

That the City of Vaughan supports the position of the OMWA, that water must remain under public ownership and control; and

That the Government of Ontario must make a commitment to the people of Ontario to keep water under public ownership and control by enshrining it in legislation; and further

That a copy of this motion be sent to Premier Dalton McGuinty; the Minister of Public Infrastructure Renewal, the Honourable David Caplan; the Minister of the Environment, the Honourable Laura Broten; the Minister of Municipal Affairs and Housing, the Honourable John Gerretsen; the Association of Municipalities of Ontario; and the Ontario Municipal Water Association.

Economic Impact

Nil

Purpose

To indicate the City of Vaughan's resolve in maintaining public ownership of water resources.

Background - Analysis and Options

The provincial government recently appointed a so-called Water Expert Panel, to make recommendations with respect to the future delivery of water via publicly-owned infrastructure. The report of the panel, entitled *Watertight*, contains recommendations which, it is believed, would result in the transfer of control of such infrastructure from municipalities to local water companies, to be governed by boards of directors, two-thirds of whose members would be drawn from the public sector.

In the view of Ontario Municipal Water Association, of which the City of Vaughan is a member municipality, these recommendations have the potential to "privatize" water delivery, by putting the means of its delivery into other than public hands, making water a commodity for sale and purchase rather than an entitlement---for which there is a cost, but should not be a profit.

Relationship to Vaughan Vision 2007

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

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Conclusion

Council of the City of Vaughan believes that the public ownership of water resources should be maintained.

Attachments

Letter of Douglas R. Parker, Executive Director, OMWA, dated June 10, 2006

Report prepared by:

Councillor Tony Carella

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

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97 REVIEW OF PROPOSED AMENDMENTS TO THE MUNICIPAL ACT

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 19, 2006:

Recommendation

Councillor Tony Carella, Chair of the Intergovernmental Relations Committee, recommends:

That appropriate staff be directed to review proposed amendments to the Municipal Act, and provide written comments on how such amendments shall impact the City of Vaughan, for presentation to and discussion by the Intergovernmental Relations Committee, at its September meeting.

Economic Impact:

Nil.

Purpose:

To ensure that the City of Vaughan is prepared to offer comments on the proposed amendments to the Municipal Act to the Minister of Municipal Affairs in a timely fashion.

Background - Analysis and Options:

The proposed amendments to the Municipal Act announced by the Minister of Municipal Affairs and Housing are expected to be enacted sometime in the fall of 2006. If the City of Vaughan is to provide comments on the amendments in a timely fashion, staff will be required to review the proposed legislation during the summer hiatus, in order that the outcome of such a review can be discussed by the Intergovernmental Affairs Committee early in September, in time for the committee to make recommendations to Council, for possible forwarding to the Minister for his further consideration.

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 amendment of the Procedural By-Law as contained in this recommendation will ease the burden of responsibility currently imposed on the City of Vaughan's regional councilors.

Attachment:

AMO Alert, received June 15, 2006

Report prepared by:

Councillor Tony Carella

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(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 98, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By directing that the task force consult with the York Region Violence Against Women Coordinating Committee and York Region Planning Coalition in determining women's shelter needs in Vaughan.

98

MAYOR'S TASK FORCE ON WOMEN'S SHELTER NEEDS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated June 19, 2006:

Recommendation

Mayor Michael Di Biase recommends:

The appointment of a task force to be known as the *Mayor's Task Force on Women's Shelter Needs* to investigate whether the need for shelter on the part of the women of Vaughan is currently being met, and if not, to outline a strategy for developing such a facility, either independently or in conjunction with current shelter providers in York Region, such strategy to include but not be limited to issues such as capital and operational costs, sources of funding, size, location, related resources, etc.

The Mayor's Task Force on Women's Shelter Needs will be composed of the following individuals, all residents of Vaughan:

Raj Bhardwaj, Member, South Asian Seniors' Club
Janet Cesana, Public Health Nurse, Regional Municipality of York
Nicole Damiano, Member, Vaughan Youth Cabinet
Arlene Margolese, Manager of Volunteers, Reena
Shernett Martin, President, Vaughan African Canadian Association

The Mayor's Task Force on Women's Shelter Needs will convene no later than September 30, 2006, and report to Council no later than January 31, 2007 (with the option of requesting an additional ninety days to complete any outstanding work).

The Mayor's Task Force on Women's Shelter Needs will be supported by staff of the Clerks Department.

Economic Impact

The task force itself will have minimal economic impact, requiring only some staff support from the Clerks Department.

Purpose

To determine if there is a need for a women's shelter in the City of Vaughan, and if there is, to outline a strategy for developing such a shelter---said strategy to address basic questions relating to costs---both capital and operational, funding options, size, location, etc.

Background - Analysis and Options

Women's shelters are a regrettable, but all too necessary service in modern-day society. The fact is that some women do suffer mental, emotional, physical, and/or sexual abuse in their families of origin, at the hands of their spouses, or from acquaintances--"boy friends", class

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mates, etc. Such abuse has in turn been known to lead to life-long patterns of at-risk behaviours, including alcohol and drug abuse, sexual promiscuity, etc. The type of counselling that is typically provided by such shelters assists victims to understand and deal with their situations.

Currently, there is only one shelter located in the City of Vaughan---that operated by The Vitanova Foundation, an addiction day-treatment centre whose premises include a domiciliary unit for homeless males whose condition is related to alcohol or drug addiction (i.e., addiction has lead to homelessness, or homelessness has lead to addiction). While Vitanova is considering expanding its shelter to serve females as well as males, the Foundation acknowledges that its mandate to treat and shelter substance users does not extend to those women without substance use issues.

On Track, the York/South Simcoe Youth Directory, funded by Human Resources and Skills Developments Canada, the Ontario Ministry of Training Colleges and Universities, the Canadian Red Cross/Region of York Branch, the Regional Municipality of York, and the York South Simcoe Training and Adjustment Board, lists two shelters in York Region which serve women: Sandgate Women's Shelter of Georgina/Jackson's Point, and Yellow Brick House, in Aurora.

Given the continuing growth in the population of York Region in general, and the City of Vaughan in particular, it is appropriate to determine if those female residents of Vaughan in need of shelter are adequately served by present resources, and if not, how any current inadequacy can best be addressed. The most appropriate way to do so is by the appointment of a task force charged with examining the issue of women's shelter services, and making all appropriate recommendations in respect of a strategy the City of Vaughan may adopt to address any identified inadequacy.

The **terms of reference** of the Mayor's Task Force are as follows:

1. *To determine from providers of women's shelter services:*

- (1) the current demand for such services from residents of the City of Vaughan;*
- (2) historic demand patterns and future demand projections; and*
- (3) present and planned capacity of current providers.*

2. *To determine, in consultation with all agencies that deal, inter alia, with abused women (e.g., York Region Police, York Region Abuse Program, local children's aid societies, The Vitanova Foundation, etc.), their assessment of the extent and nature of the phenomenon, and the degree of effectiveness with which it is currently being addressed.*

3. *To confirm any projected increase in the need for shelter services by women residents of Vaughan.*

4. *To determine whether any need for increased service would best be met by way of an independent, Vaughan-based initiative; or, in the alternative, by an initiative fostered by the City of Vaughan in support of current service providers which would result in enhanced service to women residents in the City of Vaughan.*

5. *In either event, and subject to confirmation of the need to enhance women's shelter capacity, to make recommendations for the enhancement of such capacity, to better serve the women of Vaughan.*

6. *And further, to outline a strategy for developing such a shelter---said strategy to address basic questions relating to costs---both capital and operational, funding options, size, location, etc.*

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Relationship to Vaughan Vision 2007

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

Conclusion

It is appropriate that efforts be taken to determine if there is a need for a women's shelter in the City of Vaughan, and if there is, to outline a strategy for developing such a shelter---said strategy to address basic questions relating to costs---both capital and operational, funding options, size, location, etc.

Attachments

None

Report prepared by:

His Worship Mayor Michael Di Biase

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Item 99, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

99

PROMISSORY NOTE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Finance & Corporate Services, dated June 19, 2006:

Recommendation

The Commissioner of Finance & Corporate Services in consultation with the City Manager and the Commissioner of Legal & Administrative Services & City Solicitor recommends:

- 1) That the City of Vaughan agree to defer eight quarterly interest payments on the existing promissory note for an initial period of 5 years, subject to the Board of PowerStream being satisfied with respect to any regulatory or other concerns; and
- 2) That the Mayor and City Clerk be authorized to execute the necessary documents; and
- 3) That PowerStream Inc., the Town of Markham and Vaughan Holdings Inc. be advised.

Economic Impact

Increasing the City's investment in PowerStream would increase investment returns to the City. Based on the current rate for Ontario Bonds, the increase in investment returns is estimated to be \$93,000 annually for a total of \$482,000 over five (5) years.

Purpose

To increase investment returns to the City and assist PowerStream in the funding of their new head office located in the City of Vaughan.

Background - Analysis and Options

PowerStream is building a new corporate head office in Vaughan. PowerStream advises that they prefer to fund no more than 35% of the cost of the land and building internally, and would require external financing to cover the balance. In February, 2006, the Board of PowerStream resolved that "management be directed to work with the Shareholders' staff to investigate financing options, including issuance of Shareholder mortgages, and that the Shareholder advise of their decision to proceed ...". For analysis purposes staff have assumed that the two (2) shareholders would finance 75% to 80% of the costs of the land and building.

The City of Vaughan currently holds \$78 million in the form of a promissory note issued by PowerStream at an annual interest rate of 5.58%. This equates to approximately \$4.3 million of annual interest to the City (paid in quarterly installments). The terms of this note are provided in Attachment 1.

The initial financing option that was proposed by PowerStream, was to issue an additional promissory note to the respective Holding Companies (i.e. the shareholder). The proposed promissory note would have a 5.58% annual rate of return, the same rate of interest as the current note with renewal periods every five years. At each renewal period, the interest rate would be subject to change in order to reflect current market conditions and the deemed interest rate as prescribed by the Ontario Energy Board (OEB).

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Based on this proposal the promissory note would be between Vaughan Holdings Inc. (VHI) and PowerStream. VHI is taxable and therefore the interest would be treated as taxable income. The pre-tax interest of 5.58% would net to approximately 3.63% after-tax.

VHI has advised that they have limited funds available to invest. PowerStream is actively examining a number of new business opportunities while also continuing to examine the potential and economics of further growth in their core business. Equity investments in PowerStream currently earn a 9% after-tax rate of return. As such there may be a better utilization of VHI's funds than investing in PowerStream's new building and earning only 3.63%.

Ultimately rates of interest on promissory notes and other aspects of PowerStream's cost structure are subject to regulatory scrutiny. Creating a second note with a related party may raise issues. The following is an extract from the OEB's decision with respect to Toronto Hydro. On page 37 of its decision OEB ruled "the Board's responsibility is to ensure that rates are just and reasonable. That does not include ratepayers paying an additional \$16 million here in order that the City of Toronto can receive interest income from the utility at above market rates. The Board will accordingly, as of the effective date of this Decision, disallow as a regulatory expense any interest charges above the current market level".

Section 7.2 of the current promissory note between PowerStream and the City of Vaughan states that "in the event that payment of Principal or interest thereon is delayed, whether due to the above mentioned conditions of subordination or not, all outstanding amounts (including interest on unpaid interest) will continue to accrue interest at the rate set out in section 2.1 (5.58%) hereof until such time that the payments are remedied".

Alternatively under the structure of the current note the City can assist in the funding of the new building and earn the current rate of 5.58%. This could be achieved if the City agrees to permit PowerStream to defer the interest payments (on the \$78 million promissory note) payable to the City for 8 consecutive quarters (approx. July 2006 to April 2008). This would equate to approximately \$8.6 million that, if deferred would provide PowerStream with funds for the new building. Based on the wording of the current note, these deferred payments would be subject to a 5.58% interest "penalty". The City would be able to earn this interest tax-free since the City is not taxable and VHI would not be involved as an intermediary.

In order for PowerStream to effectively manage cash flows, it is recommended that the interest be deferred for an initial period of five years (i.e. from April 2008 to April 2013). During this period, the City would only be receiving the 5.58% interest on the deferred \$8.6 million. After this initial five year period, the City can decide to call the \$8.6 million or the City and PowerStream can decide to renew the arrangement depending on the terms and conditions of the existing promissory note.

FINANCIAL CONSIDERATIONS

The 5.58% annual return is approximately 108 basis points higher than a five year Ontario bond (as at May 16, 2006). Therefore, for every \$1 million invested in a promissory note, an additional \$10,800 in interest will be earned each year. After 2 years worth of interest payments are fully retained by PowerStream (i.e. \$8.6 million), the additional interest earned by the City (vs. a 5-year Ontario Bond) would be \$482,000 over a five year period.

It is important to note that allowing PowerStream to defer 8 quarters of scheduled interest payments (\$8.6 million) would not negatively affect the City. The City has funds it invests on an ongoing basis. Whether the City actually receives the payment each quarter or in five years, the recognition of interest revenue would be accounted for in a consistent manner. As such, the outstanding interest payments would simply be recorded as an interest receivable rather than cash.

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Conclusion

It is recommended that the City of Vaughan assist in the funding of PowerStream's new head office by permitting PowerStream to defer eight quarterly interest payments (approx. July 2006 to April 2008) on the existing promissory note that are scheduled to be paid to the City of Vaughan for an initial period of 5 years, subject to the Board of PowerStream being satisfied with respect to any regulatory or other concerns.

Under the Shareholder Agreement this would be considered a related party transaction and requires the approval of both shareholders.

Attachments

Attachment 1 – Promissory Note

(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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- ii) a maintenance clause respecting that any enhanced landscaping or features other than tree planting on the Regional Road right-of-way will require the Owner to be subject to a one time dollar amount determined by the Development Planning Department in consultation with the Parks and Forestry Operations Department;
- iii) the Owner shall agree to provide cross easements with the adjacent property owners for the purpose of vehicle access through the subject lands upon redevelopment of the adjacent properties, if necessary; and,
- iv) 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 issuance of a Building permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

Purpose

The Owner has submitted the following applications:

1. A Zoning By-law Amendment Application (File Z.05.044) to amend By-law 1-88, specifically rezone the subject lands shown on Attachment #1 from R2 Residential Zone to C1 Restricted Commercial Zone to permit a real estate office use at 2162 Major Mackenzie Drive, and a business and professional office use at 2174 Major Mackenzie Drive together with site-specific zoning exceptions required to implement the proposed site plan.
2. A Site Development Application (File DA.05.051) for the subject lands shown on Attachments #2 and #3, to facilitate the conversion of the existing residential dwellings (at 2162 & 2174 Major Mackenzie Drive) and garage (2174 Major Mackenzie Drive) on the subject lands for business and professional office uses.

Background - Analysis and Options

The subject lands shown on Attachment #1 consists of two properties (2162 and 2174 Major Mackenzie Drive) having lot areas of 983m² and 970m², respectively. The properties are located on the north side of Major Mackenzie Drive between Keele Street and Ontario Street, being Part of Lots 29, 30 and 36 on Registered Plan 72, City of Vaughan.

The subject lands are designated "Office Commercial" by OPA #350 (Maple Community Plan), and zoned R2 Residential Zone by By-law 1-88. The surrounding land uses are:

- North - existing residential (R2 Residential Zone)
- South - Major Mackenzie Drive; Maple Manor & Civic Centre (C1 Restricted Commercial & VCC Vaughan Civic Centre Zone)
- East - existing residential; Ontario Street (R2 Residential Zone)
- West - existing residential (R2 Residential Zone)

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Public Hearing

On September 30, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple and Maple Village Ratepayers Associations.

Written comments were received from the adjacent property Owners to the northeast (9 Ontario Street), and the landowner located between the two properties on Major Mackenzie Drive (2168 Major Mackenzie Drive). Five residents attended the meeting and expressed concerns about noise and traffic.

The recommendation of the Committee of the Whole to receive the Public Hearing report of October 24, 2005 and to forward a comprehensive report to a future Committee meeting was ratified by Council on October 31, 2005. On June 9, 2006, a Notice of this Committee of the Whole meeting was sent to those individuals requesting notification or having expressed interest in the application.

Official Plan

The subject lands are designated "Office Commercial" by OPA #350 (Maple Community Plan), as amended by OPA #533 (Maple Focus Review), and subject to the site-specific policies that permit the proposed business and professional office use. OPA #533 requires that the review of development applications in the Office Commercial area have regard to certain sections of the Maple Streetscape and Urban Design Guidelines. The relevant policies of the Maple Official Plan are identified below, as follows:

a) Proposed Land Use

OPA #350 as amended, permits office development to a maximum height of three storeys.

Section A, Planning Strategy and Policies, Subsection III, Paragraph 6, of OPA #350 states the following with respect to the Maple Commercial Core Area (in part):

"The vitality and function of the existing commercial areas of Maple at the Major Mackenzie Drive and Keele Street crossroads is to be reinforced by encouraging the redevelopment and intensification of property for businesses, residential and commercial purposes."

The Maple Community Plan also includes a policy under Section II, Goals, subparagraph g), which identifies the need to encourage the provision of office commercial facilities to meet the needs of the residents and employees within the Maple Community

The proposed conversion of the existing residential dwellings to office uses conforms to the Official Plan.

b) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the Maple Streetscape and Urban Design Guidelines (MSUDG's). The proposed site plan includes unit pavers along the Major Mackenzie Drive frontage and hard surface landscape connections to and within the site.

c) Parking/Vehicular Access

OPA #350, as amended, requires that adequate and convenient off-street parking facilities be

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provided and that regard be given to Sections 5.2 and 5.3 of the Maple Streetscape and Urban Design Guidelines. The MSUDG's indicate that parking should be located at the rear of the buildings or within underground facilities. The proposal includes rear surface parking that is accessed by the existing single driveway on each property, which is desirable from a land use perspective, as it creates a better relationship between the existing buildings and the on-street pedestrian environment. The parking objectives of the Official Plan have been met in this respect.

d) Preservation of Buildings of Historic and Architectural Merit

The Official Plan requires that buildings having architectural/historic merit as identified by Heritage Vaughan, be incorporated into new development, are compatible, and achieve an integrated streetscape. The proposal includes the conversion of two existing buildings. The dwelling located at 2174 Major Mackenzie Drive is listed in the City's Significant Heritage Listing, and the changes that have been completed to the building (stucco façade and altering the front steps) have been considered by the Cultural Services Department, and they have advised that they do not have any concerns.

e) Site Plan Control

OPA #350, as amended, requires that development in the Maple Area be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.05.051), which is the subject of this report.

h) Summary

In view of the above, the Development Planning Department is satisfied that the Zoning By-law Amendment and Site Development Applications are consistent with the development criteria in the Official Plan, as amended.

Zoning

The subject lands are zoned R2 Residential Zone by By-law 1-88, which currently permits a single-detached residential dwelling on each site. The current proposal does not comply with the Zoning By-law.

The Owner has submitted a Zoning By-law Amendment Application to rezone the subject lands from R2 Residential Zone to C1 Restricted Commercial Zone to permit a business and professional office at 2174 Major Mackenzie, and a real estate office at 2162 Major Mackenzie Drive, and has identified the following site-specific zoning exceptions that are required to implement the proposed site plan as shown on Attachments #2 and #3:

<u>2162 Major Mackenzie</u>	<u>Proposed</u>	<u>Required</u>
- minimum front yard setback	1.8m	9m
- minimum exterior sideyard setback	1.8m	9m
- minimum lot depth	58.8m	60m
- minimum setback from an "R" Zone	1.5m	9m
- landscaping abutting and 'R' Zone	1.0m	2.4m
- landscaping abutting a street	1.0m	6m
<u>2174 Major Mackenzie</u>	<u>Proposed</u>	<u>Required</u>
- minimum front yard setback	2.3m	9m
- minimum rear yard setback	0.8m (garage)	15m
- minimum lot depth	59m	60m

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- minimum distance to an 'R' Zone	0.0m (garage)	9m
- minimum aisle width	4.0m	6m
- minimum driveway width	6.0m	7.5m
- landscaping abutting an 'R' Zone	0.0m (garage)	2.4m

2174 Major Mackenzie Drive, as shown on Attachment #3 contains a frame shed in the rear that will remain and be used for a business and professional office, with a rear yard setback of 0.8m and the interior side yard setback of 0.0m.

The Development Planning Department can support the proposed zoning exceptions, which are considered to be technical in nature from the perspective that the existing buildings will remain on each site, and the variances identified above result from the proposed change in use of the buildings from residential to commercial. The proposed uses are also consistent with the Official Plan.

Compatibility

i) Land Use

The Owner is proposing a real estate office and a business or professional office use at 2162 and 2174 Major Mackenzie Drive, respectively. The Official Plan encourages this form of redevelopment, as identified in the policies for "Office Commercial Areas" for lands fronting on Major Mackenzie Drive, east of Cousins Lane, west of the C.N. Rail tracks. The Official Plan also anticipates the co-ordinated development of the individual properties along this frontage, through the use of integrated driveways, parking and site design.

The proposal would be in keeping with the evolution of uses along this segment of Major Mackenzie Drive. Maintaining the parking area at the rear of the lot and providing for potential future access through internal laneways and circulation will also benefit the traffic flow and streetscape on Major Mackenzie Drive. 2162 Major Mackenzie Drive benefits from their access to Ontario Street. To provide the opportunity for combined accesses for adjacent properties, a condition has been included requiring the Owner to provide cross-easements for future access upon redevelopment of the adjacent parcels.

ii) Building Form

Compatibility of the building form with adjacent development is important and a requirement of the Official Plan. In this case, the existing residential buildings would be converted and utilized for business and professional office type uses, thereby maintaining the character of the area.

Given the Official Plan policies respecting the surrounding context, the Development Planning Department is satisfied that the proposed development will be compatible with the adjacent surrounding lands. Landscaping and fencing will be further utilized to achieve compatibility between the adjacent properties.

Site Design

i) 2162 Major Mackenzie Drive

The proposed site plan for 2162 Major Mackenzie Drive is shown on Attachment #2. The Owner intends to use the existing structure including the garage for a real estate office having a gross floor area of approximately 219m². The site is accessed from an existing driveway on Ontario Street leading to a proposed 8 car outdoor parking area. A new interlock walkway is proposed which provides pedestrian connection from Major Mackenzie into the site. A sodded open space area will be retained between the proposed parking lot and the existing structure.

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ii) 2174 Major Mackenzie Drive

The proposed site plan for 2174 Major Mackenzie Drive is shown on Attachment #3. The Owner proposes to utilize the existing dwelling and garage for business and professional office uses having a gross floor area of approximately 334m². The site is accessed from the existing driveway on Major Mackenzie Drive, which will be extended along the east property line into the rear yard leading to a 9 car outdoor parking area. A pedestrian walkway is proposed from Major Mackenzie Drive to the existing structure. It is noted that a portion the existing garage extends onto the adjacent property to the east (2168 Major Mackenzie Drive), and these lands are in the process of being purchased by the Owner. In the interim, the Owner of 2168 Major Mackenzie Drive has transferred a portion of its lands as shown on Attachment #3 and equivalent to the land area of the garage encroachment, to the Owner of 2174 Major Mackenzie Drive. This will result in a 0m setback abutting the east property line.

The Region of York Transportation and Works Department has reviewed the applications and has no objections to the development concept in principle.

The proposed site plan is satisfactory to the Development Planning Department, subject to the conditions in this report. The Maple Streetscape Community Advisory Committee has reviewed the application and their comments will be discussed later in the report.

Building Elevations

2174 Major Mackenzie Drive, as shown on Attachment #7, is listed in the City of Vaughan's Inventory of Heritage Structures. The building utilizes a style common to Maple but has bay windows which are a distinctive feature of the structure. The Cultural Services Department has advised that the changes made to the building do not require any approvals. The Owner has relocated the front stairs of the existing building and is also proposing the relocation of the stairs leading to the rear each to accommodate the proposed driveway. In addition, the Owner is proposing to convert the existing rear garage to a studio used for business and professional offices. The studio, as shown on Attachment #8 will consist of the existing wood siding, and the existing wood garage door will be replaced with glass. A coloured new dormer will be added to the second floor to provide light to the interior of the building.

2162 Major Mackenzie Drive, as shown on Attachment #6 is not considered of Heritage merit. The existing building has a mansard roof and its exterior has recently been covered in a beige stucco, and the windows on the south and east elevations have been replaced with larger full length commercial looking windows. The east elevation garage door facing Ontario Street has been replaced with aluminium framed glazed doors as the existing garage will be converted to office floor space.

Maple Streetscape and Urban Design Guidelines (MSUDGs)

The Maple Community Plan requires that development applications have regard for specific sections of the Maple Streetscape and Urban Design Guidelines. In addition, the balance of the guidelines, are used to assess development proposals in the Major Mackenzie Drive and Keele Street corridors within Maple. The vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines. In this context, Council has established the Maple Streetscape Advisory Committee (MSAC) to implement the MSUDG's. The Committee has considered the proposed development, and is satisfied with the proposal.

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Parking

The proposed site plan indicates that 8 parking spaces will be provided at 2162 Major Mackenzie Drive, and 9 spaces will be provided at 2174 Major Mackenzie Drive. By-law 1-88 requires that parking for the commercial development be calculated as follows:

	<u>Required</u>	<u>Provided</u>
2162 Major Mackenzie Drive Real Estate Office 219m ² @ 4.5 spaces/100m ²	= 10 spaces	8 spaces
2174 Major Mackenzie Drive Business Office 334m ² @ 3.5 spaces/100m ²	= 12 spaces	9 spaces

The parking deficiency of 2 spaces (20%) for 2162 Major Mackenzie Drive, and 3 spaces (25%) for 2174 Major Mackenzie Drive, is supported by a parking study, that has been approved by the Engineering Department.

Landscaping

The landscape plan as shown on Attachments #4 and #5, incorporates the requirements of the Maple Streetscape and Urban Design Guidelines, including the prescribed unit pavers, trash receptacles, a bike lock up, planting bed raised with curb and soft landscaping. Extensive soft and hard landscaping is proposed at the front of the properties to enhance the proposed development and the rear existing landscaping is used to buffer the development from the existing residential uses to the north.

The Owner shall provide the City with a certified cheque made payable to Vaughan in the amount of (to be determined at a future date) for the future installation of the streetscape enhancements by Vaughan located in the Region of York right-of-way along Major Mackenzie Drive as shown on Attachments #4 and #5 as this section of Major Mackenzie Drive is undergoing a Streetscape Master Plan Study. This clause will be incorporated into the site plan agreement.

The subject lands will be subject to a maintenance clause respecting that any enhanced landscaping or features other than tree planting on the Regional Road right-of-way will require the Owner to be subject to a one time dollar amount determined by the Development Planning Department in consultation with the Parks and Forestry Operations Department. The maintenance clause will be incorporated into the site plan agreement. The final landscape plan and cost estimate must be approved by the Development Planning Department.

Rear Laneway

The MSUDGs identify a rear yard laneway system connecting the properties on the north side of Major Mackenzie Drive. The site plan, as currently designed, will not facilitate a rear laneway as the two sites (2162 & 2174 Major Mackenzie Drive) currently have a residential property located in between them as shown on Attachment #1. The Owner is however, willing to achieve this rear yard laneway in the future when the subject lands are redeveloped and the purchase and sale of the centre parcel (2168 Major Mackenzie Drive) is completed. Through the purchase of 2168 Major Mackenzie Drive, the Owner will have the opportunity to fulfill the requirement for a rear yard laneway system. While there is merit in achieving the rear laneway concept, in this particular situation, the current proposal cannot satisfy this requirement for a rear yard laneway at this time.

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Heritage Vaughan

The Cultural Services Department has no concerns with the proposal for 2162 Major Mackenzie Drive. However, 2174 Major Mackenzie Drive is included on the City of Vaughan's *Listing of Significant Heritage Structures* (approved June 2005). Both properties are also within the proposed Maple Heritage Conservation District Study Area.

The subject lands have already received a building permit for interior alterations and have changed the exterior façade of the buildings by adding stucco (based on residential renovations). Building Permit 06-1031 was issued March 30, 2006 for 2162 Major Mackenzie Drive for interior alterations and windows. Building Permit 06-519 for 2174 Major Mackenzie Drive was issued on March 6, 2006 for interior alterations. The Cultural Services Department has seen the changes and do not have any concerns.

Parkland Dedication

The Owner will be required to pay the City, cash-in-lieu of the dedication of parkland for the office component, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

Hydro

The Owner will be required to satisfy all hydro requirements to the satisfaction of PowerStream Inc.

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 Zoning By-law Amendment and Site Development applications in accordance with the goals and objectives of OPA #350 as amended, and the Maple Streetscape and Urban Design Guidelines. The proposed development concept conforms to the intent of the Maple Community Plan (OPA #350) and the Maple Streetscape and Urban Design Guidelines. The Development Planning Department is satisfied that the proposed Zoning By-law Amendment with site-specific exceptions and the Site Development Plan are appropriate to facilitate the proposed real estate and business and professional office uses in the existing buildings at 2162 and 2174 Major Mackenzie Drive, respectively.

Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development applications, subject to the comments and conditions of approval in this report.

Attachments

1. Location Map
2. Site Plan for 2162 Major Mackenzie Drive
3. Site Plan for 2174 Major Mackenzie Drive
4. Landscape Plan for 2162 Major Mackenzie Drive
5. Landscape Plan for 2174 Major Mackenzie Drive
6. Elevation Plan for 2162 Major Mackenzie Drive

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7. Elevation Plan for 2174 Major Mackenzie Drive
8. Elevation Plan for 2174 Major Mackenzie Drive – Rear Studio

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 101, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

101 **SITE DEVELOPMENT FILE DA.05.062**
AMICA (THORNHILL) INC.

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved;**
- 2) That the applicant be granted access directly off Steeles Avenue for emergency purposes until such time the issue of permanent access off Steeles Avenue is resolved with the City of Toronto; and**
- 3) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.062 (Amica (Thornhill) Inc.) BE APPROVED, to permit the construction of an 8-storey, 162 unit seniors apartment building, and a 3-storey, 61unit townhouse complex, as shown on Attachment #2, subject to the following conditions:
 - a) That Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated November 14, 2005:

“IT IS HEREBY RESOLVED THAT Site Development Application DA.05.062 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 162 seniors apartment units, 61 townhouse units, and 6 single detached units associated with Part Lot Control Application PLC.06.011.”
 - b) That prior to the execution of the site plan agreement:
 - i) the final site plan, landscape plan, building elevation plan, and tree inventory and assessment study shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site grading and servicing plan, storm water management report, environmental site assessment report, access and on-site circulation shall be approved to the satisfaction of the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) the Owner shall enter into an external servicing agreement with the City, or any other agreement deemed necessary, to the satisfaction of the Engineering Department;

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- v) the Owner shall satisfy the requirements of the City regarding the conveyance of road allowances and reserves, to the satisfaction of the Engineering Department;
 - vi) the Owner shall satisfy all requirements of the City of Toronto and the Region of York, with respect to the conveyance of road widenings, reserves and the registration of same; location of future sidewalks; closure and restoration of existing redundant curb cuts; permit approvals; and final drawing approvals, respecting the Steeles Avenue West frontage;
 - vii) the Engineering Department shall have reviewed and approved a noise study, prepared by a qualified acoustical engineer;
 - viii) the Owner shall satisfy the requirements of Canada Post regarding the supply, installation and maintenance of all mail equipment on the site;
 - ix) the Owner shall ensure that all access requirements for the proposed development are addressed to the satisfaction of the Fire Services Department and the Engineering Department, and/or any other authority having jurisdiction over roads, or other suitable arrangements are made to proceed with the site plan approval;
- c) That the site plan agreement contain the following clauses:
- i) The Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland in accordance with the Planning Act, and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of the cash-in-lieu payment;
 - ii) Development Charges are applicable and are to be paid in accordance with the Development Charge by-laws at the time of building permit issuance;
 - iii) A structural engineer shall provide certification at the time of building permit application that the underground garage roof slab has been designed to support all structures and plant material;
 - iv) Garbage collection and snow plowing for the seniors apartment and townhouse complex shall be the responsibility of the seniors building and Condominium Corporation, respectively.
- d) That upon resolution of the access issue to the satisfaction of the City, the Ontario Municipal Board be requested to:
- i) amend and approve the revised implementing zoning by-law as it applies to the subject lands; and
 - ii) lift the Holding Symbol (H) as it applies to the subject lands, including the seniors apartment and townhouses, and the 6 single detached lots associated with Part Lot Control Application PLC.06.011.

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Economic Impact

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

Purpose

The Owner, Amica (Thornhill) Inc., formerly the Forrest Group Acquisitions, submitted a Site Development Application on the subject lands shown on Attachment #1. The site plan application as submitted provided for residential development on the entire site as shown on Attachment #2 (Consolidated Site Plan). The southerly portion of the site is to be developed for a 162 unit, 8-storey (Amica) seniors residence, the middle portion for a 61 unit, 3-storey townhouse complex (Rockport Group - purchased lands from Amica, however applications are being processed under the Amica application), and the rear portion for 6 single detached residential dwellings, the latter which will be created through the related Part Lot Control Application. Access to the site is from the private internal road through the site from Townsgate Drive, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Steeles Avenue West, east of Bathurst Street. The subject lands and the property immediately to the east (owned by Cypress Point Holdings) were the subject of Official Plan and Zoning By-law Amendment applications which were approved by the Ontario Municipal Board (OMB) on May 21, 2002. The OMB Order concerning the zoning by-law for this site was withheld pending the City's approval of a site plan for the high rise apartment and townhouse complex. The OMB's May 21, 2002 decision covers both the subject lands and the adjacent Cypress Point property, and permits a similar development on that property. A site plan application has not yet been submitted on the Cypress Point property.

The subject (Amica-Rockport) lands are presently vacant. The surrounding land uses are as follows:

- North - Townsgate Drive; existing low density residential (rear of deep lots fronting on Crestwood Road) (R3 (H) Residential Zone with "Holding" Symbol)
- South - Steeles Avenue West; detached residential (City of Toronto)
- East - vacant (Cypress Point property, OMB approved for similar development) (RA3 (H) Apartment Residential Zone with "Holding" Symbol and R3 (H) Residential Zone with "Holding" Symbol (H))
- West - existing high rise residential apartments and townhouses (RA3 Apartment Residential Zone)

The Official Plan (in full force and effect) and Zoning (draft by-law at OMB awaiting approval, following site plan approval) for this site were addressed during the OMB Hearing and are subject to the Board's May 21, 2002 Decision/Order.

Official Plan

The site is designated "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #247 and OPA #572. The Board's May 21, 2002 decision approved high rise residential apartments and townhouse uses on the site as well as a permanent right-in/right-out access onto Steeles Avenue West, whereas previously OPA #247 restricted all access to Townsgate Drive. The proposed development conforms to the Official Plan, as approved by the OMB, and is in full force and effect.

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Zoning

The OMB's May 21, 2002 Decision/Order approved an RA3(H) Apartment Residential Zone with the Holding Symbol (H) and R3(H) Residential Zone with Holding Symbol (H) zoning categories on the subject lands and on the adjacent property to the east owned by Cypress Point. The RA3(H) Apartment Residential Zone applies to the high rise and townhouse components of the site and the R3(H) Residential Zone applies to the single lots which will front onto the future Townsgate Drive, in accordance with building envelopes described in the implementing by-law forming part of the Board's May 2002 Decision.

The OMB's By-law placed all of the lands in a Holding Zone, limited the number of units, limited the building heights and setbacks for the building envelopes, identified the parking required, reduced the amount of amenity area and allowed amenity areas to include roof tops, decks, terraces and courtyards at or above grade. The By-law provided a framework for what would be developed on the site (and the Cypress Point site). The OMB recognized that some changes to the By-law may be necessary as a result of the site plan process and the Board agreed to withhold its Order regarding the implementing zoning by-law until satisfactory site plans are approved by the City. Processing of the site plan for the subject lands has necessitated some revisions to the draft by-law that is before the OMB, and these changes are discussed further in this report. If Council concurs with the approval of the site plan for these lands, the OMB will be asked to issue its Order regarding the zoning by-law, together with the revisions recommended in this report.

Site Plan Approval Process

In November 2005, a Site Plan Application was submitted for the entire Amica/Rockport property. The site plan proposed a high rise seniors building, a townhouse complex and showed the location of the six single lots fronting the future section of Townsgate Drive, as shown on Attachment #2 (Consolidated Site Plan). Given the complexity of the proposed development, the Owners revised the submission to divide the development into two phases, with Phase 1 being the seniors building (Amica) and Phase 2 comprising the townhouse complex (Rockport). The phasing assisted City staff to review the proposed development and focus on resolving issues related to each phase. Although the six single lots are exempt from site plan approval, they are shown outside of the limits of the site plan and are discussed throughout this report. These lots are subject to the related Part Lot Control Application, and also were subject to the OMB's Decision and the OMB's implementing by-law.

The Development Planning Department has completed the review of both Phase 1 and 2 and is of the opinion that both the seniors building and townhouse complex can be considered by Council in a single report for the entire site (including the six single lots). Although the City's site plan control by-law does not apply to single-detached residential lots, Council's allocation by resolution of the sewer and water capacity for the six lots is also required in order for the lots to be developed. Allocation for these six lots is being requested through this report, to be assigned by Council resolution for Part Lot Control File PLC.06.010.

Proposed Zoning - Revisions

In May 2002, the OMB withheld its Order on the implementing Zoning By-law pending the City of Vaughan's approval of a satisfactory site plan. The OMB Decision recognized that revisions to the by-law may result from the site plan approval process. Through the site plan review process, the City and the Owners have agreed that changes to the by-law as it applies to the subject lands are appropriate and necessary to facilitate the proposed site plan. The following zoning changes and exceptions will be required:

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1. Amend the zone requirements regarding the R3 Residential Zone for the six single lots by adding a Schedule "T" to By-law 1-88, to allow for a reduction to the minimum lot frontage from 12m to 11.3m; a reduction in the minimum interior side yard setback from 1.2m to 0.3m on one side of the lot when abutting another side yard of 1.2m; a minimum interior sideyard setback of 3.0m for a lot on the side directly abutting a private road; and to provide a reduction to the minimum lot area from 360m² to 328m²;
2. Add an exception to By-law 1-88 regarding the definition of a "lot", as it applies to the subject lands to indicate that these lands shall be deemed to be one lot regardless of any creation of additional parcels, easements or rights-of-way subsequently created by conveyances, consent, plans of subdivision, part lot control exemptions, or plan of condominium on the subject lands after the date the by-law comes into effect and shall be deemed to comply with the provisions of By-law 1-88.

This change recognizes that the site will be developed under different ownerships, including the Amica seniors building, the Rockport condominium townhouses, and privately owned single detached dwellings and allows the subject lands to be considered as one lot for zoning purposes to avoid future zoning infractions which might occur once the property is severed into different phases and ownerships as anticipated;

3. Amend the RA3 Apartment Residential Zone requirements to restrict the maximum building heights for the apartment dwelling to 8-storeys or a maximum of 29m; and the maximum height of the townhouse units to 3-storeys or a maximum of 11m;
4. Recognize that parking for the seniors building be at a rate of 0.5 spaces per unit for a total of 83 parking spaces, of which 3 are tandem spaces, and allowing for a parking ratio of 2.0 spaces per unit for a total of 122 parking spaces plus 12 visitor parking spaces for the townhouse units;
5. Amending Section 3.14 of By-law 1-88 regarding "Permitted Yard Encroachments" by adding an exception to permit relief for deck encroachments into the required yards for the townhouse units;
6. Amending Section 3.17 "Portions of Buildings Below Grade", to reduce the minimum setback below grade for the seniors building to allow a minimum setback from Steeles Avenue to the lot line of 0.6m;
7. Permit exceptions to the amenity area requirement in Section 4.1.6 "Amenity Area for each townhouse dwelling to be a minimum of 33m²;

Since the draft by-law currently before the OMB placed a Holding provision on the entire site, including the six detached residential lots the City will also request that the OMB approve the removal of the "H" for all of the lands shown on Attachment #2 (Consolidated Site Plan). Prior to registration of the site plan agreement by the City, the Holding "H" Symbol on the subject lands must be lifted and appropriate zoning must be in place.

The OMB is the approval authority regarding the final by-law. If Council approves the Site Plan Application DA.05.062 for the 162 seniors units and the 61 townhouse units, and enacts the by-laws for the related Part Lot Control application for the 6 single lots subject of File PLC.06.010, and endorses the above listed revisions to the zoning by-law, the Legal Department will request the OMB to approve a revised implementing zoning by-law for the proposed development as shown on Attachment #2, and further request that the OMB release its final Order concerning these lands. As a point of clarification, the OMB will be advised that the Holding provision will be maintained on the entire neighbouring Cypress Point site (since the easterly owner has not yet applied for site plan approval, although they are aware of the subject application).

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Part Lot Control

As discussed above, the six proposed detached residential dwellings fronting onto the future Townsgate Drive do not require site plan approval. These lots will be created through the Part Lot Control process. Amica has submitted an application (File PLC.06.010) to lift part lot control to create the six lots. A by-law to lift part lot control will be forwarded to a future Council meeting.

Site Design

The overall development of the site is shown on Attachment #2. The property is rectangular in shape with a frontage of 79.6m on Steeles Avenue West and a depth of 181.966m. The property also has road frontage on Townsgate Drive to the north. The site consists of three components. The 8-storey, 162 unit Amica seniors building on the southerly portion of the site, the Rockport 3-storey, 61 unit townhouse complex in the mid-section, and 6 residential lots along Townsgate Drive. Access to the site was originally proposed to be provided via a private road along the easterly property line (between the Amica and Cypress Point properties), running north-south between Steeles Avenue West and Townsgate Drive (which is the northerly limit of the property). Townsgate Drive and the private road will be constructed concurrently with the Amica/Rockport site development as a requirement of a Development Agreement (external servicing agreement) between the Engineering Department and Amica.

The access, the driveway and the road layout was originally reviewed by the OMB and approved in the May 2002 Decision on the Official Plan and Zoning Applications. The exact design details of the Steeles Avenue driveway access were to have been determined through the site plan approval process and approved by the City of Vaughan and the City of Toronto (the approval authority for Steeles Avenue). The driveway was intended to connect as a right-in/right-out driveway access to Steeles Avenue, in accordance with the OMB's Decision.

However, the City of Toronto, as the approval authority for this access, has imposed a temporary moratorium on new driveway access to Steeles Avenue, while it negotiates an inter-municipal cost sharing arrangement with the Region of York, the City of Vaughan and the Town of Markham for the ongoing maintenance of Steeles Avenue. Until such time as the inter-municipal cost-sharing issues are resolved, approval for the driveway access from the site to Steeles Avenue cannot be obtained from the City of Toronto.

The City of Vaughan, became aware of this moratorium during the processing of this Site Plan Application. Although, the design of the driveway was not of concern to the City of Toronto Engineering Department with regard to the turning radius and pavement widths, the City of Toronto could not approve the driveway access due to the moratorium.

The Owners revised the site plan, to remove the originally proposed Steeles Avenue driveway access, and are requesting site plan approval for this development based on one access from Townsgate Drive only. Once the City of Toronto moratorium is lifted, the Owners will apply to amend the site plan, to obtain City of Vaughan and City of Toronto approval for the permanent driveway access to Steeles Avenue as originally proposed, and as originally approved by OPA #572.

The City of Toronto has requested a 7.9m road widening and a 0.3 metre reserve along the Steeles Avenue West frontage of the property. A public sidewalk along the Steeles Avenue West frontage has also been requested. The site plan was revised to address the City of Toronto's requested changes to show the future location of the sidewalk. In addition, the City of Toronto has requested the closure and restoration of existing redundant curb cuts along Steeles Avenue West.

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Amica Seniors Building Site Plan, Landscape Plan and Elevations

The portion of the site to be developed as the Amica seniors building is shown on Attachment #3 (Site Plan – Amica Seniors Building). The Landscape Plan for the seniors building is shown on Attachment #4. The proposed Amica seniors building elevations are shown on Attachments #5, #6 and #7.

The building is an irregular-shaped 8-storey seniors apartment residence and has a main building height of 29m. The main entrance of the seniors building faces Steeles Avenue. A covered pick-up and drop off area extends to the driveway in front of the main entrance to the building. Parking for a total of 83 spaces is provided underground, with the ramp to the underground being located at the rear of the east wall. The ramp is accessed from the private road along the east side of the building.

The seniors building is terraced on the lower two levels to provide outdoor amenity and patio areas for the residents. The second floor patio area and ground level amenity areas are situated along the north and west edges of the building as shown on Attachment #4. The Amica seniors portion of the site will be landscaped with a mix of deciduous and coniferous trees and shrubs, and decorative metal fencing along the south and west property lines.

Landscaping for the Amica seniors site also includes a metal trellis screen over the underground garage ramp and a decorative metal fence around the stairs to the underground parking garage. An outdoor dining area, benches, a gazebo and shuffleboard courts are provided in the west and north yards of the building on the ground floor and these amenity areas are finished in and linked together by concrete pavers. The main entrance driveway to the site is finished in asphalt but the centre median is treated with concrete pavers.

A 1.8 metre high wood privacy fence defines the north property line between the Amica seniors building and the Rockport townhouse complex.

Landscaped areas for the seniors building are located on the roof top of the first storey of the building to provide an outdoor terrace amenity area partially covered by a trellis, giving residents a common amenity space from the second floor dining room and activity room. A few above grade terraces are provided for second floor units adjacent to the common terrace area. The above grade and at grade terraces are calculated into the landscape amenity areas for the Amica senior's building. A final landscape plan will be approved to match the site plan design on Attachment #3, to the satisfaction of the Development Planning Department.

The elevations for the seniors building indicate the building material consists of a combination of light colour stucco finish, Bradstone Weathered Cotswold stone and savanna coloured brick and anodized aluminum railings. The lower two floors are finished in the grey stone, the upper floors in a combination of alternating brick and stucco finishes. All elevations as shown on Attachments #5, 6 and 7 are consistent in colour, materials and architectural details. A combination of full and French balconies with decorative anodized aluminum and glass pond railings are provided for the unit/suites on all elevations. There are two overhead doors on the north elevation for the loading/service area. All roof-top mechanical structures are screened from street view.

The loading area for the building is located on the north elevation (Attachment # 7), adjacent to the private road. Views of the loading area will be screened from the proposed townhouses by a metal trellis over the ramp to the underground and a 1.8 metre high wood privacy fence along the property line between the townhouses and the seniors building.

The final site plan, landscape plan, and proposed elevations for the seniors building, must be approved to the satisfaction of the Development Planning Department.

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Townhouse (Rockport) Site Plan, Landscape Plan and Building Elevations

The site design for the proposed (Rockport) townhouse complex is shown on Attachment #8. The proposed 3-storey townhouse complex sits on an at-grade parking structure. There are 6 rectangular blocks of townhouses in the complex, oriented in a east-west direction. A total of 61 units are proposed, consistent with the OMB's Decision.

The townhouse complex is accessed via a private road which runs south from Townsgate Drive. Each townhouse unit has two parking spaces within the parking structure which can be accessed from the basement of each townhouse unit. Visitor parking is provided adjacent to the townhouses and within the parking structure. Garbage is to be stored internal to each unit and will be collected by the Owner (Condominium Corporation)

The landscape plan for the townhouses is shown on Attachment #9. Each unit will have its own amenity area and these will be defined by way of wood privacy fencing, and Blocks 2, 3, 4 and 5 will have separate decorative railings to further define the private patio area amenity spaces for these units.

The units in Blocks 1 and 6 will have rear wood decks with stairs to sodded areas at grade level. Deciduous trees and ornamental trees will be provided around the perimeter of the site. Concrete unit pavers are used on the pedestrian walkways between the units. Planters have been proposed along the pedestrian walkways to help define and separate private amenity spaces. The City recommends poured in place planters faced with brick to integrate the planters with the architectural design of the buildings, and will work with the Owner to achieve this treatment. There is a tot lot play area adjacent to the east side of Block 6.

The elevations for the townhouse buildings are shown on Attachment #10. The 3-storey buildings are finished in red/brown brick masonry with light beige brick coning details at the corners of the building. Each townhouse block has pitched roof lines to a maximum height of 11m, measured from the pedestrian entry of the townhouse on top of the parking structure to the mid point of the roof. The roofs are finished in dark gray asphalt shingles.

Angular Plane

The angular plane for the entire site was one of the issues considered by the OMB during the Hearing. The May, 2002, OMB Order indicates that the general intent and purpose of OPA #247, in buffering the impact of the high rise residential building from the planned single detached residential dwellings (which would be developed along the north side of Townsgate Drive), was maintained by the proposed development with single detached dwellings on the south side of Townsgate Drive. The Board was satisfied with the angular plane presented at the Hearing.

During processing of the detailed site plan, elevations and floor plans for the proposed development, it became evident the proposed buildings projected very slightly into the angular plane approved by the OMB. The Development Planning Department considers the encroachment shown on Attachment #11, as the areas above the triangle, to be minor and agrees that the intent of maintaining the angular plane as approved by the OMB has been satisfactory addressed by this application.

Parking

By-law 1-88 requires 1.75 parking spaces per dwelling unit for an apartment. For a 162 unit seniors apartment, a total of 284 parking spaces would be required for the seniors development on this site. Parking for 83 spaces (0.512 spaces per unit) is proposed to be provided on site and 3 of those spaces are tandem spaces. Due to the nature of the seniors use and the recommendations of the parking justification report provided by the applicant, the Engineering Department has reviewed the parking justification study and found it to be acceptable.

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Of the 83 spaces provided, a total of 79 spaces are underground and 4 spaces are provided at grade for the seniors building. A provision will be included in the revised by-law to allow for parking at a rate of 0.5 spaces per unit for the seniors building on this portion of the site, and to recognize that 3 of these spaces are tandem spaces.

Parking for the townhouse complex is to be provided in a separate parking structure under the townhouse complex. Access to the townhouse parking garage will be at grade through openings along the proposed private road between Steeles Avenue and Townsgate Drive. For 61 townhouses, 2 spaces per unit have been provided, for a total of 122 spaces with an additional 14 visitor spaces. Three of the visitor spaces are located at grade, outside the parking structure.

Access

Access to the site is shown on Attachment #2. As indicated in the Site Design section above, access to the site is provided by a private road from Townsgate Drive. The private road runs along the easterly property line. The private road is also intended to provide access to the Cypress Point site at such time as that property is developed. The road pattern and accesses were approved by the OMB in May of 2002. The OMB's Decision of May 21, 2002 approved the "right-in/right-out access to Steeles Avenue West based on the review of that access and transportation studies endorsed by the City of Toronto Transportation Department. The Board considered the access acceptable and in its Order, allowed a permanent driveway access on Steeles Avenue West in this location.

Unfortunately, the City of Toronto will not approve of a driveway access to Steeles Avenue due to its moratorium on approving curb cuts along the north side of Steeles Avenue, until such time as an intermunicipal cost-sharing arrangement for the ongoing maintenance of Steeles Avenue has been resolved and the moratorium is lifted. When that occurs the Owners will need to submit revised site plan drawings showing the revised access which will require City of Toronto approval.

The City of Vaughan requires that prior to the registration of the site plan agreement, the Owner shall ensure that all access requirements for the proposed development are addressed to the satisfaction of the Fire Services Department and the Engineering Department, and/or other authority having jurisdiction over roads, or other suitable arrangements are to be made to proceed with the Site Plan approval.

City of Toronto

The City of Toronto has no objection to the approval of the application, subject to the Owner addressing conditions regarding the road widening for Steeles Avenue, the location and construction of the future sidewalk on Steeles and the removal of redundant curb cuts as requested by the City of Toronto, and the Owner obtaining the necessary permit approvals from the City of Toronto. The Owners are working with the City of Vaughan and the City of Toronto to address these conditions.

The Region of York has an interest in Steeles Avenue West as a boundary road, and shall be satisfied.

City of Vaughan Engineering Department

A traffic impact study and an addendum report have been reviewed in support of the application and approved by the Engineering Department. Townsgate Drive has not yet been built across the top of the subject lands and Amica will be constructing this remaining section of Townsgate Drive between the points where it currently ends. Amica is required to enter into a Development Agreement (for external servicing works) with the Engineering Department prior to final approval of the site plan agreement.

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The completion of Townsgate Drive provides for the connection of the private north-south road through the site and provides the opportunity for a future driveway connection to Steeles Avenue West. Servicing for the site will run along Townsgate Drive through the private road.

Amica has obtained the necessary deeds from the adjacent northerly landowners to complete the construction of this section of Townsgate Drive. The Amica site development application provides the opportunity for the coordination of the municipal servicing to complete this section of Townsgate Drive and to allow the individual owners on Crestwood Road to proceed to sever the rear of their lots in the future.

Servicing and Allocation of Capacity

Amica will enter into a Development Agreement (external services agreement) with the City of Vaughan for the extension of municipal services to the site, and the extension and completion of Townsgate Drive.

The Owner is working with the Engineering Department to finalize the Development Agreement. The agreement will also include an external landscape plan for boulevard tree planting, including tree planting as may be required by the City of Toronto within the Steeles Avenue right-of-way. On November 7, 2005, Council considered a Strategy for Reservation/Allocation of Servicing Capacity from the Commissioner of Engineering and Public Works and the Commissioner of Planning, in consultation with the City Manager. That report provided Council with the status of available servicing capacity and established a protocol for the distribution of this capacity throughout the City. The report specifically recognized all of the development proposed by this application on the Priority 2 Schedule and Council reserved 229 units of allocation for this development in the Servicing Protocol of November 14, 2005 (being 61 townhouse units, 6 singles and 162 apartment units). A recommendation has been included in this report to request Council to assign capacity for 162 apartment units, 61 townhouse units and 6 singles.

The final site grading and servicing plan and storm water management report must be approved to the satisfaction of the City's Engineering Department, the Region of York and the City of Toronto. The applicant will also be required to fulfill all hydro requirements for the development of the site to the satisfaction of PowerStream Inc.

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 Ontario Municipal Board (OMB), in its May 2002 Decision, approved the overall development of the site, subject to a satisfactory site plan being approved by the City. The OMB's Decision included a draft by-law for the subject lands showing a tiered 15-storey, 162 unit apartment building, and a 3-storey, 61 unit townhouse complex on a parking garage, both accessed by a private road running between Steeles Avenue West and Townsgate Drive, and 6 single detached dwellings fronting onto Townsgate Drive.

The Development Planning Department has reviewed the Amica site development application for the 8-storey, 162 unit seniors residential apartment building and the (Rockport) 3-storey, 61 unit townhouse complex in accordance with the OMB's decision regarding the Official Plan and Zoning By-law and the area context, and is satisfied that the site can be developed appropriately developed along with six residential lots subject of a related Part Lot Control application.

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The proposed site plan for the Amica (Thornhill) Inc. seniors building and for the townhouse complex implements the development permitted by the OMB Decision. Accordingly, the Development Planning Department can support approval of the Site Development Application, subject to the conditions contained in this report. Should Council approve the proposed site plan subject to the recommendations in this report, the OMB will be requested by the City to approve a modified by-law that will implement the proposed development.

Attachments

1. Location Map
2. Consolidated Site Plan
3. Site Plan (Amica Seniors Building)
4. Landscape Plan (Amica Seniors Building)
5. South & Main Entry Elevations (Amica Seniors Building)
6. West & East Elevations (Amica Seniors Building)
7. North & North-West Elevations (Amica Seniors Building)
8. Townhouse Site Plan (Rockport)
9. Townhouse Landscape Plan (Rockport)
10. Townhouse Elevations (Rockport)
11. Angular Plane

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/CM

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

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- b) non-participating land owners in the Bathurst/Langstaff Servicing Area are subject to a future report to Council regarding a cost sharing agreement for contribution towards the construction of the Bathurst/Langstaff Trunk Sewer Works.
 - ii) rezone Blocks 2-11 from A Agricultural Zone to RVM1(A)(H) Residential Urban Village Multiple Dwelling Zone One with the Holding Symbol "(H)", with site-specific zoning exceptions to permit 50 street townhouse dwelling units, and require that prior to the removal of the Holding Symbol "(H)";
 - a) that water and sewage servicing capacity shall be allocated by the City; and
 - b) non-participating land owners in the Bathurst/Langstaff Servicing Area are subject to a future report to Council regarding a cost sharing agreement for contribution towards the construction of the Bathurst/Langstaff Trunk Sewer Works.
 - iii) rezone Block 12 from A Agricultural Zone to OS1 Open Space Conservation Zone for buffer purposes;
 - iv) rezone Block 13 from A Agricultural Zone to C3(H) Local Commercial Zone with the Holding Symbol "(H)" with a site-specific exception to permit the following commercial uses: an automobile gas bar/service station and eating establishment, convenience eating establishment with or without a drive-through facility, and a take-out eating establishment, provided such uses are operated in conjunction with an automobile gas bar/service station. The Holding Symbol "(H)" shall be lifted when a site plan is approved by Council;
 - v) rezone Block 43 on Plan 65M-3333 from RVM1(B) Residential Urban Village Multiple Zone One to RVM1(A) Residential Urban Village Multiple Zone One to be combined with part of Block 2 of the proposed draft plan of subdivision to facilitate the development of a townhouse block.
3. THAT Draft Plan of Subdivision File 19T-05V08 (Pianora Holdings Corp., c/o Solmar Development Corporation) as shown on Attachment #5, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
4. For the purposes of notice, the Subdivision Agreement shall contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, within the plan at the rates stipulated in OPA #600 and conform to the approved "Cash-In-Lieu of Parkland Policy".

Economic Impact

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

Purpose

The Owner has submitted the following applications, on the subject lands shown on Attachment #2:

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1. An application to amend the Official Plan, specifically OPA #600 to redesignate the subject lands shown on Attachment #3 from “Planned Road Re-Alignment” and “Low Density Residential” to “Medium Density Residential/Commercial” with site-specific policies to permit a maximum residential density of 29.5 units per hectare and the following commercial uses: an automobile gas bar/service station, an eating establishment, a convenience eating establishment with or without a drive-through facility, and a take-out eating establishment, provided such uses are operated in conjunction with an automobile gas bar/service station.
2. An application to amend the Zoning By-law, specifically By-law 1-88 to rezone the subject lands as shown on Attachment #4, as follows:
 - i) rezone Block 1 from A Agricultural Zone to RVM1(B)(H) Residential Urban Village Multiple Dwelling Zone One with the Holding Symbol "(H)", to permit 1 semi-detached dwelling, and require that prior to the removal of the Holding Symbol "(H)", that water and sewage servicing capacity shall be identified and allocated by the City;
 - ii) rezone Blocks 2-11 from A Agricultural Zone to RVM1(A)(H) Residential Urban Village Multiple Dwelling Zone One with the Holding Symbol "(H)", with site-specific exceptions to permit 50 street townhouse dwelling units, and require that prior to the removal of the Holding Symbol "(H)", that water and sewage servicing capacity shall be identified and allocated by the City;
 - iii) rezone Block 12 from A Agricultural Zone to OS1 Open Space Conservation Zone for buffer purposes;
 - iv) rezone Block 13 from A Agricultural Zone to C3(H) Local Commercial Zone with a Holding Symbol "(H)" and with site-specific exceptions to permit the following commercial uses; an automobile gas bar/service station, an eating establishment, a convenience eating establishment with or without a drive-through facility, and a take-out eating establishment, provided such uses are operated in conjunction with an automobile gas bar/service station. The Holding Symbol "(H)" shall be lifted when a site plan is approved by Council; and
 - v) rezone Block 43 on Plan 65M-3333 as shown on Attachment #4 from RVM1(B) Residential Urban Village Multiple Zone One to RVM1(A) Residential Urban Village Multiple Zone One to be combined with part of Block 2 of the proposed draft plan of subdivision to facilitate the development of a townhouse block.
3. An Application for approval of a Draft Plan of Subdivision as shown on Attachment #5 to facilitate the redevelopment of the residual lands (approx. 2.262ha) created by the realignment of Teston Road, consisting of the following:
 - 10 blocks for 50 townhouse dwelling units with 3 to 7 units in each block having frontages of 6.0m;
 - 1 semi-detached unit that will be added to the existing semi-detached block (Block 42, Plan 65M-3333) located within the existing subdivision to the south;
 - a 0.5ha block for local commercial development consisting of a gas bar/service station and convenience eating establishment, with take-out located at the south-west corner of Teston Road and Jane Street; and,
 - a 0.037ha open space buffer block located at the west limit of the proposed draft plan of subdivision.

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Background - Analysis and Options

The 2.26ha subject lands shown on Attachment #2 are located on the southwest corner of Jane Street and the realigned Teston Road, in Part of Lot 26, Concession 5, City of Vaughan.

The subject lands are designated “Planned Road Realignment” and “Low Density Residential” by OPA #600, and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - Teston Road (realigned); vacant (A Agricultural Zone)
- South - existing residential, Nasir Street (RVM1(B) Residential Urban Village Multiple Zone One)
- East - Jane Street; residential (A Agricultural Zone)
- West - Teston Road; vacant (A Agricultural Zone)

Public Hearing

On September 16, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, those individuals requesting notification, and to the Columbus Trail Ratepayers Association. Comments were received from area residents, and people in attendance at the Public Hearing meeting, primarily stating their concerns that the proposed development is not consistent with the character of the area and will create noise, traffic, congestion and a devaluation of property values. In addition, many residents were concerned about the health hazard, pollution and noise related to a gas bar.

The recommendation of the Committee of the Whole on October 11, 2005, to receive the Public Hearing report and that the applicant be requested to meet with the Ward Councillor and the affected residents to address the issues identified, prior to this matter being brought forward to a Committee of the Whole meeting, was ratified by Council on October 17, 2005.

A meeting with the Ward Councillor was held on November 16, 2005, which was attended by twelve people. The residents stated their preference for the commercial block and commercial uses, including a residential condo, office buildings or a park instead of the proposed gas bar. The developer indicated that market studies demonstrate that only a gas bar would be economically feasible at this location. Discussions also included access from Teston Road and an upgraded elevation for the gas bar and convenience store. The applicant has since provided an upgraded elevation concept plan that will be discussed later in this report.

History

The Owner originally submitted applications to amend the Official Plan (File OP.04.015) and Zoning By-law (File Z.04.040) to redesignate and rezone the subject lands to implement a proposed Draft Plan of Subdivision (File 19T-04V10) consisting of 30 semi-detached units, 6 townhouse units, and a local commercial block intended for a service station/gas bar with drive-through, car wash and a convenience eating establishment with take-out. A number of letters of objection and petitions were submitted from the neighbouring residents identifying concerns respecting incompatibility between the proposed gas station and the existing residential uses, and the increased residential density. Council considered and received the report from the Commissioner of Planning for the original applications at the Public Hearing held on September 13, 2004.

The Owner subsequently revised the plans to accommodate 1 semi-detached lot, 1 multiple unit block (stacked townhouse units with 150 below grade parking spaces), 5 street townhouse blocks and 2 buffer blocks. The revised application was scheduled to be considered at a Public Hearing on May 2, 2005, however prior to the meeting, the Owner directed the Development Planning Department to close these files.

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Official Plan

i) Land Use Designation

The subject lands shown on Attachment #3 are designated “Low Density Residential” and “Planned Road Re-alignment” by OPA #600. The Official Plan permits semi-detached houses and street townhouses, however it does not permit the densities proposed and commercial uses. Accordingly, an Official Plan Amendment is required to redesignate the subject lands from “Low Density Residential” to “Medium Density Residential/Commercial” to implement the proposed development.

ii) Density

The “Low Density Residential” policies of OPA #600 permit a maximum net density of 22 units per hectare. Within each Block Plan area, the maximum average net density taken across all the Low Density Residential Areas shall be in the range of 16 to 18 units per hectare. The net residential density on the Pianora Holdings Corp. c/o Solmar Development Corporation owned land is 29.57 units per hectare and exceeds the requirement for the “Low Density Residential” designation, thus the requirement to redesignate the subject lands to “Medium Density Residential – Commercial”.

The “Medium Density Residential – Commercial” policies of OPA #600 provides a minimum residential density of 17 units per hectare and the maximum net residential density of 60 units per hectare. OPA #600 also provides that in Block 33 East, within which the subject lands are located, the minimum average density shall be 25-30 units per hectare. The proposed development would conform to the density requirements of the “Medium Density Residential – Commercial” requirements of the Official Plan.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #4, a Zoning By-law amendment is required to rezone the lands from A Agricultural Zone, to the following Zones, in accordance with the standard requirements of Schedules “A” and “A1” of By-law 1-88, as follows:

a) Residential Lands

- i) rezone Block 1 as shown on Attachment #4, from A Agricultural Zone to RVM1(B)(H) Residential Urban Village Multiple Zone One with the Holding Symbol "(H)" to facilitate the development of 1 semi-detached dwelling unit to be combined with the existing part Block (Block 42, Plan 65M-3333) in the subdivision to the south to form a complete lot;
- ii) Blocks 2-11 inclusive, as shown on Attachment #4, are proposed to be zoned RVM1(A)(H) Residential Urban Village Multiple Zone One with the Holding Symbol "(H)" to facilitate the development of 10 blocks and 50 street townhouse dwelling units;
- iii) rezone Block 12 from A Agricultural Zone to OS1 Open Space Zone to facilitate a landscaped buffer block;
- iv) rezone Block 43 on Plan 65M-3333 as shown on Attachment #4 from RVM1(B) Residential Urban Village Multiple Zone One to RVM1(A) Residential Urban Village Multiple Zone One to be combined with part of Block 2 of the proposed draft plan of subdivision to facilitate the development of a townhouse block.

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The 50 townhouse dwelling units and one (1) semi-detached dwelling unit proposed within this application do not have water and sewage servicing allocation. A clause will be included in the implementing zoning by-law limiting the use of the lands zoned with the “(H)” Holding Zone to a use legally existing as of the date of enactment of the implementing by-law. The Holding Symbol “(H)” shall not be removed until the water and sewage servicing capacity has been allocated by the City and that the non-participating land owners in the Bathurst/Langstaff Servicing Area are subject to a further report to Council regarding a cost sharing agreement for construction towards the construction of the Bathurst/Langstaff Trunk Sewer Works.

b) Commercial Lands

The lands located immediately at the southwest corner of the realigned Teston Road and Jane Street as shown on Attachment #4, are proposed to be zoned C3 Local Commercial Zone to facilitate a future commercial development consisting of an automobile gas bar/service station, an eating establishment, a convenience eating establishment with or without a drive-through facility, and take-out eating establishment, provided such uses are operated in conjunction with an automobile gas bar/service station. The Owner has provided a conceptual site plan (Attachment #6) to demonstrate how the lands would be developed for the intended uses.

Exceptions to the By-law are required to the C3 Local Commercial Zone in order to permit the proposed uses and implement the conceptual site plan, as follows:

- permit a minimum front yard setback of 1.5m, whereas 11m is required;
- permit a minimum rear yard setback of 7.0m, whereas 9m is required;
- permit a minimum interior yard setback of 7.2m, whereas 11m is required;
- permit a minimum exterior yard setback of 1.5m, whereas 11m is required;
- permit a minimum setback from an “R” Residential Zone to any building or structure of 7.2m, whereas 9m is required; and,
- permit an aisle width of 8.5m whereas, a maximum of 6m is permitted.

A concept site plan is shown on Attachment #6 however, the final site layout will be confirmed through the Site Development Application approval process. In addition, the commercial proposal must conform with the approved Urban Design and Architectural Control Guidelines for the Block 33 East Community.

The proposed commercial development is considered appropriate for the subject lands. The proposed commercial uses are often and typically located at the intersection of two arterial roads, and will be separated from existing development with proposed residential units. The appropriate buffers including fencing and landscaping and the final site design/layout will be reviewed at the site plan stage to ensure that the commercial and residential uses are developed appropriately.

c) Open Space Block

Block 12, located at the west limit of the proposed Draft Plan of Subdivision, as shown on Attachment #4, is proposed to be zoned OS1 Open Space Conservation Zone, and used as a buffer block that will be conveyed to the City. Given its location and irregular shape, Block 12 can not be utilized for other purposes. In addition, it will facilitate pedestrian movement through the subdivision and community to Teston Road.

Subdivision Design

The 2.262 ha draft plan of subdivision shown on Attachment #5 is comprised of the following:

- 10 blocks for 50 townhouse dwelling units with 3 to 7 units in each block having frontages of 6.0m;

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- 1 semi-detached unit that will be added to the existing semi-detached block (Block 42, Plan 65M-3333) located within the existing subdivision to the south;
- a 0.5ha block for local commercial development consisting of a gas bar/service station and convenience eating establishment with take-out located at the south-west corner of Teston Road and Jane Street; and,
- a 0.037ha open space buffer block located at the west limit of the proposed draft plan of subdivision.

The subject lands were created through the re-alignment of Teston Road and as such represent a logical extension of the existing community to the south as shown on Attachment #2. Abdus Salam Street would be extended north and east into the subject lands as a single loaded road abutting Teston Road to form a crescent that connects with Bashir Street. The Crescent would be developed with 3 townhouse blocks consisting of 11 units, a semi-detached unit and the open space Block.

Tahir Street would be extended northbound into the subject lands terminating in a cul-de-sac on which, four townhouse blocks consisting of 22 units will be developed. The balance of the units will front onto the north side of Nasir Street in the form of three townhouse blocks.

The commercial lands will have frontage and access onto Teston Road and Jane Street. Access is not available from the commercial lands to the internal residential subdivision.

The development details for the draft plan of subdivision are as follows:

Block 1 (1 semi-detached dwelling unit)	0.036 ha
Blocks 2-11 (50 townhouse dwelling units)	1.196 ha
Block 12 (Open Space)	0.037 ha
Block 13 (Commercial)	0.500 ha
Blocks 14 and 15 (Buffer Block)	0.085 ha
Blocks 16-20 (0.3m reserve)	0.006 ha
<u>Streets</u>	<u>0.402 ha</u>
Total Draft Plan Area	2.262 ha

All development in the Block 33 East Planning Area is subject to urban design guidelines and architectural control. Council approved the Block 33 East Community Architectural Design Guidelines prepared by John G. Williams Limited Architect and as such, the final site plan and building elevations must be consistent with these documents and must be approved by the control architect. This will be reviewed in greater detail at the site plan stage.

The Development Planning Department is satisfied with the proposed subdivision design, subject to the comments in this report, and the conditions of approval in Attachment #1.

Site Plan Concept – Commercial Lands

The concept site plan for the commercial block (Block 13), as shown on Attachment #6, contains the proposed automobile gas bar/ service station and convenience eating establishment with take-out. The proposed convenience store associated with the automobile gas bar will be located at the north-east corner of the site, directly abutting the site triangle to encourage street-related activity. The canopy area that is connected to the convenience store is directly in front of the store covering the gas pump area.

The concept site plan shows the proposed eating establishment with drive-through that wraps around the west and south sides of a proposed building and abutting a landscape strip used to buffer the commercial uses from the residential development to the south and west.

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The site plan is conceptual at this time and is meant to illustrate how the site could potentially be developed. The final site plan will be reviewed at the site plan stage.

Engineering Department

The Engineering Department has reviewed the proposed draft plan of subdivision and has provided the following comments:

i) Environmental Site Assessment (ESA)

The Environmental Site Assessment report has been submitted and approved for the entire site and has cleared the draft plan of subdivision for approval.

ii) Water and Wastewater Servicing Allocation

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on November 14, 2005, the above noted development has been placed within the Priority 3 category for allocation of servicing capacity.

Future servicing allocation capacity for a total of 51 residential units (50 townhouses and 1 single) has been assigned to this development application for allocation. We note that the future allocation of this capacity is subject to the Region of York granting the City additional servicing capacity from the York-Durham Servicing Scheme and the York Water Supply System. It is currently anticipated that this additional capacity will be made available by the third quarter of 2007.

iii) Roads

The use of alternative road design standards is being proposed in this development. The roads on the Plan shall be designed in accordance with the City's standards and criteria. Construction access will be from Teston Road, subject to the Region of York and City's approval.

iv) Engineering Services

The municipal services for this development shall be in accordance with the approved servicing report.

v) Water Supply

The Plan is part of the Pressure District No. 7 of the York Water Supply System. The Plan can be serviced through the existing 150mm watermain on Tahir Street and on Bashir Street.

vi) Sanitary Servicing

The Plan can be serviced through the existing 200mm sanitary sewer on Tahir Street and Bashir Street.

vii) Storm Drainage

The Plan can be serviced through the existing storm sewer on Tahir Street and Bashir Street.

The minor and major flows will be conveyed primarily through the proposed road allowances and ultimately drain to the storm water management pond (more than one facility) located at John Deisman Boulevard and America Avenue in accordance with the approved servicing report.

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Parkland/Cash-in-Lieu

The implementing Subdivision Agreement will contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid at the rates stipulated in accordance with the City's approved Cash-In-Lieu of Parkland Policy in accordance with the provisions of the Planning Act.

Archaeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision the Owner, by way of development agreement, shall agree that no development or grading shall occur on the site identified as being archaeologically significant as a result of the archaeological evaluation carried out on the property, until such time as protective and mitigative measures of all significant archaeological sites have been fulfilled to the satisfaction of the Ministry of Culture (Archaeology Unit) and the municipality. A condition of draft approval has been included in this respect.

The Region of York

The Region of York has no objections to the proposed draft plan of subdivision, subject to the conditions provided on Attachment #1 and that a precondition agreement be executed with the City of Vaughan and the Owners, committing the Owner not to enter into any agreements of purchase and sale with end users, for the subject lands until such time as:

- York Region has advised in writing that it is no earlier than twelve (12) months prior to the expected completion of the Bathurst Langstaff Truck Sewer; or,
- the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure; or,
- the Regional Commissioner of Transportation and Works confirms servicing allocation for this development by a suitable alternative method.

The Owner has entered into a precondition agreement, which has been executed and was registered on June 15, 2006.

School Boards

The York Region District School Board, York Catholic District School Board, and Conseil Scolaire de District Catholique Centre-Sud, have no objection to the proposed draft plan of subdivision.

Canada Post

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

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 applications to amend the Official Plan and Zoning By-law and for Draft Plan of Subdivision and Zoning By-law Amendment to facilitate the development of the subject lands with 51 residential units and a local convenience commercial block in the context of the applicable Official Plan policies, By-law 1-88, and the existing and planned land uses in the surrounding neighbourhood. The Development Planning

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Department is satisfied that the proposed redesignation and rezoning of the subject lands and the proposed draft plan of subdivision, will result in development that is compatible with the surrounding existing and planned land uses.

The Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications and the proposed Draft Plan of Subdivision, subject to the recommendations set out in this report and the conditions of approval outlined in Attachment #1.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Proposed Official Plan
4. Proposed Zoning
5. Draft Plan of Subdivision
6. Concept Site Plan

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 103, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By receiving the memorandum from the Director of Development Planning, dated June 23, 2006.

103

**ZONING BY-LAW AMENDMENT FILE Z.05.041
DRAFT PLAN OF SUBDIVISION FILE 19T-05V06
RUTHERFORD CONTWO INVESTMENTS LTD.
REPORT #P.2005.52**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 19, 2006, be approved; and
- 2) That the deputation of Mr. Lance Dutchak, 36 Marathon Avenue, Concord, L4K 5G9, be received, and the matter regarding traffic control signals be referred to staff for a report to the Council meeting of June 26, 2006.

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.05.041 (Rutherford Contwo Investments Ltd.) BE APPROVED, to rezone the subject lands shown on Attachment #5, from A Agricultural Zone to the following zone categories in order to implement the draft plan of subdivision 19T-05V06:
 - a) Lots 1-3 inclusive; 5-43 inclusive; 52-55 inclusive; 60-170 inclusive and 204-220 inclusive; 236 and 237 will be zoned RVM1 (B) Residential Urban Village Multiple Zone One, with the addition of the Holding Symbol (H);
 - i) Blocks 228-239 inclusive will be zoned to RVM1 (A) Residential Urban Village Multiple Zone One, with the addition of the Holding Symbol (H);
 - ii) Lot 4; Lots 44-51 inclusive; Lots 56-59 inclusive; Lots 27-32 inclusive; 171-203 inclusive will be zoned to RVM1(W-S-B) Residential Urban Village Multiple Zone One (Wide/Shallow Lots), with the addition of the Holding Symbol (H);
 - iii) Blocks 243-252 inclusive; and Block 255 will be zoned to RV4 Residential Urban Village Zone Four, with the addition of the Holding Symbol (H);
 - iv) Lots 221-227 inclusive will be zoned to RV4(W-S) Residential Urban Village Zone Four (Wide/Shallow Lots), with the addition of the Holding Symbol (H);
 - v) Blocks 256 and 257 will be zoned OS2 Open Space Park Zone;
 - vi) Block 258 will be zoned OS1 Open Space Conservation Zone; and
 - vii) Part of Block 259 will be zoned OS5 Open Space Environmental Protection Zone.

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- b) Prior to the removal of the Holding Symbol "(H)", the non-participating land owners in the Bathurst/Langstaff Servicing Area are subject to a future report to Council regarding a cost sharing agreement for contribution towards the construction of the Bathurst/Langstaff Trunk Sewer Works.
- 2. THAT the Owner enter into an agreement (to be registered on title) with the City of Vaughan indicating that the lots and blocks to be developed with residential uses will not be offered for sale to an end user by the Owner or purchasers until servicing capacity has been allocated to the satisfaction of the City.
- 3. THAT Draft Plan of Subdivision File 19T-05V04 (Rutherford Contwo Investments Ltd.) as shown on Attachment #4, BE APPROVED, as red-lined, subject to the conditions set out in Attachment #1 to this report.
- 4. THAT for the purpose of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-05V06 (Rutherford Contwo Investments Ltd.) shall contain a provision that the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-In-Lieu of Parkland Policy". The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
- 5. THAT the following street names for Draft Plan of Subdivision File 19T-05V06 (Rutherford Contwo Investments Limited), as shown on Attachment #4, BE APPROVED:

<u>STREET</u>	<u>PROPOSED NAME</u>
Street '1'	Apple Blossom Drive (existing)
Street '2'	Pleasant Ridge Avenue (existing)
Street '3'	Mary Ellen Baker Court
Street '4'	Mintwood Road (existing)
Street '5'	Foxwood Road (existing)
Street '6'	Balsamwood Road (existing)
Street '7'	Santa Amato Crescent
Street '8'	D'Eva Drive
Street '9'	Borjana Boulevard
Street '10'	Spring Arbour Road (previously approved, 19T-90008)
Street '11'	Redmond Drive (previously approved, 19T-90008)

Economic Impact

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

Purpose

The Owner has submitted the following applications to:

- 1. Amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #1 from A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RV4 Residential Urban Village Zone Four, RV4(W) Residential Urban Village Zone Four (Wide/Shallow Lots), RVM1(A) Residential Urban Village Multiple Dwelling Zone One

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(Street Townhouses), RVM1(B) Residential Urban Village Multiple Dwelling Zone One (Semi-Detached), RVM1(WS-B) Residential Urban Village Multiple Dwelling Zone One (Wide/ Shallow Lots), OS1 Open Space Conservation Zone, OS2 Open Space Park Zone, and OS5 Open Space Environmental Protection Zone.

2. Approval of a Draft Plan of Subdivision for the Rutherford Contwo Investments Ltd. lands shown on Attachment #4, consisting of the following:
 - 194 detached units, 70 semi-detached units, 48 townhouse units, 13 part blocks (for use as detached units)
 - 0.066ha for use as a historic burial ground
 - 2.614ha for use as the Carrville District Centre
 - 1.324ha for a school/institutional use
 - 1.069 ha for use as a park
 - 2.235 ha for use as a stormwater management pond
 - 3.764 ha for valley lands

Background - Analysis and Options

The subject lands as shown on Attachment #2 are located on the south and east sides of Rutherford Road and Dufferin Street, respectively, in Block 10, being Part of Lot 15, Concession 2, in the City of Vaughan. The 21.445ha site has 374.3m frontage along Rutherford Road, and a depth of 397m.

The site is designated "Low Density Residential", "Medium Density Residential/Commercial" and "Valley Lands" by OPA #600. The northwest quadrant of the subject lands as shown on Attachment #1 is also designated "Settlement Area" by OPA No. 604 (Oak Ridges Moraine Conservation Plan). The Block 10 Plan as shown on Attachment #3 further defines the land uses as low and medium density residential, open space, stormwater management pond facility, neighbourhood park and separate school. The subject lands are zoned A Agricultural Zone and OS5 Open Space Environmental Protection Zone by By-law 1-88. The surrounding land uses are:

- North - Rutherford Road; approved draft plan of subdivision 19T-95066 (Nine-Ten West Limited), single detached dwelling (A Agricultural Zone)
- South - vacant/future park (OS2 Open Space Park Zone), and future residential (RV4 Residential Urban Village Zone Four, RVM1(WS-B) Zone)
- East - residential (RV3(WS) Residential Urban Village Zone Three (Wide/Shallow Lots), RV4 Residential Urban Village Zone Four, RVM1 (A) Residential Urban Village Multiple Zone One)
- West - other lands owned by the applicant (Carrville District Centre), (A Agricultural Zone, OS5 Open Space Environmental Protection Zone), Dufferin Street; residential (RVM1 (A) Residential Urban Village Multiple Zone One); vacant/future commercial (presently A Agricultural Zone)

Public Hearing

On August 26, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. Written comments were received from local residents. The following issues were raised in the written submissions:

- opposition to the proposed 475 residential apartment units within the Carrville District Centre;

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- multiple storey residential apartments is out of scale with the existing developments in the area and is esthetically unpleasing;
- both Rutherford Road and Dufferin Street require 3 lanes per direction and turning lanes. A condition of approval should be the dedication of lands and funds to be used for a road widening; and
- opposition to the location of the school site as it would impact the existing residents quality of life.

The recommendation of the Committee of the Whole, to receive the Public Hearing report of September 19, 2005, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on September 25, 2005.

The applicant has requested that the draft plan of subdivision be red-lined as shown on Attachment #4, to exclude the "District Centre" lands at the northwest corner of the Plan, which will be addressed separately in the future.

Block 10 Plan

On July 12, 1999, Council adopted the July 5, 1999 Committee of the Whole report approving the Block 10 Plan, subject to 9 conditions to be addressed through the draft plan process. The conditions were addressed to the satisfaction of Council through the approval process for draft plans of subdivision applications made by the participating landowners. All draft plans within Block 10 have been approved and registered.

Block 10 is located within the community of "Carrville Urban Village 2" and bounded by Rutherford Road to the north, Regional Road No.7 to the south, Dufferin Street to the west and Bathurst Street to the east as shown on Attachment #3.

The Block 10 Plan provides primarily low and medium density residential development for most of the Block, which is comprised of single and semi detached units and townhouse units. The Block 10 Plan was approved with a total of 5,360 units. High Density development in the Carrville District Centre forms the high density housing stock in the area. The Block 10 plan provides for four elementary schools and one high school, as well as 7 neighbourhood parks, 3 of which are located adjacent to the elementary schools. Neighbourhood Commercial sites are located at the end of the primary roads along the major arterials bounding the block.

The Carrville District Centre is located at the northwest corner of Block 10 as shown on Attachments #3 and #4. These lands were initially part of Draft Plan of Subdivision 19T-05V06, but through the application process Blocks 254 and 259 (as shown on Attachment #4) were excluded and will be dealt with in the future through a separate application process. The subject draft plan of subdivision (see Attachment #4) was not one of the original participating landowners. However, notwithstanding the incomplete participation of the landowners, the non-participating landowners were kept informed during the course of the Block Plan development process and any comments received were incorporated into the final block plan where possible.

The Block Plan (Attachment #3) differs slightly with the proposed draft plan of subdivision as shown on Attachment #4 to reflect a change in the road pattern. The change is located in the northeast corner of the draft plan. Due to the existence of a burial ground (Block 253 on Attachment #4), Street #3 has been reconfigured to delete the laneway as shown on Attachment #3 and replace it with an "L" shaped public road ending in a cul-de-sac (see Attachment #4). The Development Planning Department and Engineering Department has reviewed this change to the Block Plan layout, which plans around the burial site, which will be respectfully marked and landscaped.

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Oak Ridges Moraine

The subject lands are partially located within the Oak Ridges Moraine Conservation Plan (ORMCP) as shown on Attachment #2 and are designated "Settlement Area". The subject application (File 19T-05V06) was submitted July 29, 2005 after the November 17, 2001, enactment date of the Act, and therefore is required to demonstrate conformity to the ORMCP. The draft plan of subdivision and the related zoning by-law amendment application (File Z.05.041) are both subject to the provisions of the Act and are required to demonstrate conformity.

An Oak Ridges Moraine Report was submitted and reviewed by the Development Planning Department and was found to conform to the policy requirements of the Oak Ridges Moraine Conservation Plan.

Official Plan

i) Land Use Designation

The subject lands shown on Attachment #4 are designated "Low Density Residential", "Medium Density Residential/Commercial" and "Valley Lands" by OPA No. 600. The northwest quadrant of the subject lands as shown on Attachment #2 is also designated "Settlement Area" by OPA No. 604 (Oak Ridges Moraine Conservation Plan). The approved Block 10 (see Attachment #3) Plan further defines the land uses as low and medium density residential, open space, stormwater management pond facility, neighbourhood park, and separate school.

ii) Density

The residential development permitted in the "Low Density Residential" designation includes detached and semi-detached dwellings. Street townhouses limited to 3-storeys are also permitted provide they do not exceed the permitted density for the designation. The maximum permitted net density for the "Low Density Residential" designation shall be 22 units per hectare, with a net density for all low density residential development in Block 10 Plan being 16 to 18 units per hectare. The proposed low density residential component is at a density of 20 units per hectare and in conformity with the Official Plan.

The "Medium Density Residential/Commercial" designation is generally located along major arterial roads and certain primary streets in order to enhance the transit supportiveness of the Plan. The character of the "Medium Density Residential/Commercial" areas shall be primarily residential with limited commercial uses located at grade level along transit routes to encourage and facilitate pedestrian movement. The minimum net residential density on any one site for medium density residential/commercial areas shall be 17 units per hectare with an average for the entire block in the range of 25 to 35 units per hectare. The medium density component is at a net density of 23.9 units per hectare and also conforms to the Official Plan.

iii) Carrville District Centre Plan (OPA No. 651)

The Carrville District Centre is intended to be the focus of the highest intensity land use within the Carrville Community. The Carrville District Centre is generally located at the intersection of Rutherford Road and Dufferin Street, in order to be accessible to pedestrians, private vehicles and public transit services from the neighbourhoods in the surrounding Carrville Community.

The applicant's 4.94 ha component of the District Centre is located adjacent to the proposed Draft Plan of Subdivision 19T-05V06 in the southeast quadrant of the Carrville District Centre. OPA No. 651 (Carrville District Centre Plan) was adopted by Council on May 23, 2006 and amends OPA No. 600 and established appropriate planning policy for the Carrville District Centre. OPA

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No. 651 redesignates the Carrville District Area of the subject lands from “Carrville District Centre” under OPA No. 600 to “High Density Residential”, “Parks”, “Valleylands/Woodlots” and “Mixed Use 2” by OPA No. 651.

As discussed earlier, the proposed plan of subdivision has been red-lined to exclude the “District Centre” lands as shown on Attachment #4, and to be addressed separately in the future.

Zoning

The lands are presently zoned A Agricultural Zone and OS5 Open Space Environmental Protection Zone. An amendment to the current zoning is required to implement the proposed draft plan of subdivision. The subject lands will be rezoned in accordance with the City of Vaughan’s Urban Zone Standards set out in Schedule A1 of By-law 1-88, including RVM1(A) Residential Urban Village Multiple Zone One (Street Townhouse), RVM1(B) Residential Urban Village Multiple Zone One (Semi-Detached), RVM1(WS-B) Residential Urban Village Multiple Zone One (Wide/Shallow Lots), RV4 Residential Urban Village Zone Four, OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS5 Open Space Environmental Protection Zone. All residential development within the Draft Plan will be zoned within the appropriate category and with an “H” Holding provision. The proposed zoning is shown on Attachment #5.

The “H” will be lifted pending the availability of servicing capacity and allocation. The proposed Draft Plan of Subdivision is presently within the Priority 3 category for allocation of servicing capacity.

Site-specific exceptions will be required for townhouse Blocks 233-235 inclusive and townhouse Blocks 238 and 239 as shown on Attachment #4. These townhouse blocks have frontage on two public streets. Exceptions will be required depending on the siting and orientation of the dwelling units and detached garages. The same situation occurs for Lots 236 and 237 due to both the front and rear of the semi-detached lots abutting public streets. In both situations, the dwellings will face Street 2 and Rutherford Road, with the garages facing Street 3.

The proposed elementary school block will be rezoned to RV4 Urban Village Zone Four, reflecting the zoning of the Block to the south in registered Plan 65M-3906. The two part blocks will be merged to create a single property.

The natural features and buffers, including tableland woodlots located within the draft plan on the Oak Ridges Moraine will be rezoned to OS5 Open Space Environmental Protection Zone. The proposed stormwater management pond Block 258 will be rezoned OS1 Open Space Conservation Zone. Blocks 256 and 257 will be rezoned OS2 Open Space Park Zone.

Subdivision Design

The draft plan has been prepared generally in accordance with the approved Block 10 Plan. The road pattern is designed to align with the road patterns of the adjacent registered plan, to the east and south being Plans 65M-3686 and 65M-3906 respectively as shown on Attachment #2.

The use of alternative road design standards is being proposed in this development within the Planning Block 10. The roads in the Plan shall be designed in accordance with the City’s standards and criteria. Road access to the Plan is sufficient, and the construction access will be from Dufferin Street and/or Rutherford Road, subject to the Region of York and City’s approval. Street “2”, the extension of Pleasant Ridge Drive within the Block is to be aligned with Street ‘B’ in the draft Plan of Subdivision to the north (File 19T-95066) in Block 11. Streets “4”, “5” and “6” are the extension of Mintwood Road, Foxwood Road and Balsamwood Road respectively, located in the adjacent subdivision (Registered Plan 65M-3686, Heatherwood Properties).

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The Draft Plan provides for 194 single detached residential lots, with frontages ranging between 9.75m and 12.8m. Thirty-five semi-detached lots with a total of 70 units have been proposed with frontages ranging from 13.7m to 18.3m. Ten residential blocks have been sub-divided for a total of 48 residential street townhouse units with minimum lot frontage of 6m per unit. Proposed lot depths for the single detached lots range from a minimum 26.0m to 40.7m depth. The semi-detached lots range in depth from a minimum 30.5m to 43.1m. With respect to the proposed townhouse blocks the lot depths range from a minimum 30.5m to 36.2m.

The draft plan provides for 1 of the Block 10 Plan's four stormwater management ponds having an area of the 2.235 hectares and is situated between the valleylands and residential development.

As shown on Attachments #3 and #4, Blocks 256 and 257 are to be combined with the respective blocks to the south to create neighbourhood parks.

The existing Reaman Family burial ground is located on Block 253 as shown on Attachment #4. The Block will remain a landscaped undeveloped area parkette within the Draft Plan of Subdivision.

Block 255 will also be combined with the lands to the south to create a single block for an institutional (elementary school) use (see Attachments #3 and 4).

Block 254 comprises the District Centre and the abutting Block 259 is valleyland.

Vaughan Engineering Department

The Engineering Department has completed its review of the Draft Plan of Subdivision File 19T-05V06 and advises of the following:

i) Environmental Site Assessment

An Environmental Site Assessment was required and provided by the applicant for review with respect to the subject lands. The City's Environmental Engineer has reviewed and approved the Remediation Action Plan that is required for the entire site and has cleared the plan of subdivision for draft approval.

ii) Engineering Services

The municipal services for this development shall be in accordance with the approved M.E.S.P. for Block 10.

iii) Water Supply

Draft Plan of Subdivision 19T-05V06 is part of the Pressure District No. 6 of the York Water Supply System. The Plan can be serviced through the existing 150mm watermain on Spring Arbour Road, 400mm watermain on Pleasant Ridge Avenue, 150mm watermain on Mintwood Road, 150mm watermain on Foxwood Road, 150mm watermain on Balsamwood Road and the proposed 600mm watermain on south side of Rutherford Drive that to be constructed as part of Block 11 spine services.

iv) Sanitary Servicing

The Plan is tributary to Bathurst Collector System. The Plan can be serviced through the existing 250mm sanitary sewer on Apple Blossom Road, 200mm sanitary sewer on Mintwood Road, 200mm sanitary sewer on Foxwood Road and 200mm sanitary sewer on Balsamwood Road Storm Drainage.

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v) Storm Drainage

The Plan contains a Stormwater Management (SWM) facility that will control stormwater runoff from the Plan and the external lands to the south (19T-90008, Phase 2 – Dufferin Contwo Subdivision). The external lands to the south are controlled by an interim temporary SWM facility that is located in the District Centre within the Plan. The interim temporary SWM facility will be removed after the permanent SWM facility is constructed.

The minor and major flows will be conveyed primarily through the proposed road allowances and ultimately drain into the SWM facility.

vi) Water and Wastewater Servicing Allocation

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on November 14, 2005, the above noted development has been placed within the Priority 3 category for allocation of servicing capacity.

Future servicing allocation capacity for a total of 322 residential units has been assigned to this development application for allocation. The future allocation of this capacity is subject to the Region of York granting the City additional servicing capacity from the York-Durham Servicing Scheme and the York Water Supply System. It is currently anticipated that this additional capacity will be made available by the third quarter of 2007.

Urban Design

The Development Planning Department is satisfied with the proposed Draft Plan subject to the conditions of draft plan approval set forth in Attachment #1.

The Block 10 Master Landscape Plan, Urban Design Guidelines and Architectural Control Guidelines have all been approved prior to the submission of Draft Plan of Subdivision 19T-05V06.

Archaeological Assessment

The Ministry of Culture, Heritage Unit has reviewed and approved the Archaeological Assessment conducted for the subject lands. To date, a partial clearance of the archeological concerns has been provided in all parts of the subject lands with the exception of a buffer area established around the Reaman Family Burial Ground, which is controlled by provisions of the Cemeteries Act.

Region of York

The Region of York has no objections to the approval of the proposed subdivision, subject to the conditions of approval set forth in Attachment #1.

In accordance with York Region's new servicing protocol, all residential lands shall be subject to restrictions including the placing of an "H" Holding Provision on the lands to ensure that the water and sewer servicing are available and allocated prior to occupancy. The restrictions required as conditions of the new servicing protocol are outlined in the required pre-condition agreement to be entered into by the Applicant and the City.

Prior to or concurrent with the draft plan approval, the Owner shall enter into an agreement with the City of Vaughan, which shall be registered on title, committing the Owner not to enter into any agreements of purchase and sale with end users, for the subject lands until such time as:

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- York Region has advised in writing that at least 12 months prior to the expected completion of the Bathurst Langstaff Trunk Sewer; or
- The City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction or infrastructure; or,
- The Regional Commissioner of Transportation and Works confirms servicing allocation for this development by a suitable alternative method.

Other Comments

Canada Post, PowerStream, the York Catholic District School Board, and the Toronto and Region Conservation Authority have advised that they have no objections to Draft Plan of Subdivision 19T-05V06, subject to conditions of approval set out in Attachment #1.

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 applications to amend the Zoning By-law and for approval of Draft Plan of Subdivision 19T-05V06 in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 10 Plan and the area context. The proposed Draft Plan of Subdivision consisting of 194 single detached units, 70 semi-detached units, 48 townhouse units and 13 part blocks, as well as 1 stormwater management pond, 2 park blocks and a school block, as shown on Attachment #4 is an appropriate form of development for the subject lands and conforms to the policies set forth in OPA No. 600. Furthermore, the proposed plan is consistent with the overall pattern of development established in Block 10.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision as red-lined, to exclude the Carrville District Centre, subject to the conditions of approval set out in Attachment #1.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Approved Block 10 Plan
4. Draft Plan of Subdivision 19T-05V06, as red-lined
5. Proposed Zoning

Report prepared by:

Armine Hassakourians, Planner, ext. 8368
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 104, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

104

**PROPOSED ANNEXATION OF LANDS
BY CITY OF VAUGHAN FROM CITY OF BRAMPTON**

The Committee of the Whole recommends:

- 1) That Clauses 1, 2, 4, and 5 of the recommendation contained in the following report of the Director of Legal Services, dated June 19, 2006, be approved; and**
- 2) That Regional Councillor Ferri, Regional Councillor Frustaglio and Ward Councillor Carella be appointed to sit on the ad hoc Committee.**

Recommendation

The Director of Legal Services recommends:

1. That staff be directed to draft a restructuring proposal for circulation and that Brampton, York and Peel be requested to co-operate with the annexation and authorize of a joint public meeting.
2. That an ad hoc Committee be established by Vaughan Council that has the authority to hold a public meeting and to report back to Council on the proposed annexation on behalf of The Corporation of the City of Vaughan pursuant to Sections 173 and 252 of the Municipal Act, 2001;
3. That the member to sit on this Committee be appointed by Vaughan Council;
4. That a public meeting be held, jointly if possible with the City of Brampton, Region of Peel and Region of York, at a location close mutually agreeable to all parties;
5. That notice be given of the public meeting to consider the proposed annexation.

Economic Impact

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

Purpose

The purpose of the report is to seek Council authorization to proceed with a proposed annexation.

Background - Analysis and Options

The subject lands are located at the north/east intersection of Regional Road 50 and Highway 407. The location of the property is shown on Attachment #1. The original boundary between Vaughan and Brampton was the original location of Highway 50. With the construction of Highway 407, Highway 50 was realigned to the west, leaving a small parcel of land east of the new road location still within the limits of the City of Brampton. The abutting lands in Vaughan form the Block 57/58 West Block Plan, which received Block Plan approval in December 2002. On May 8th, 2006, Council of the City of Brampton received a report regarding a Proposed Parkway Belt West Plan Amendment Application regarding part of this parcel and resolved as follows.

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“3. That City staff be directed to request the City of Vaughan to initiate, in conjunction with the City of Brampton, a minor restructuring proposal under section 173(16) of *The Municipal Act, 2001* to annex the triangle of land deleted from the Parkway Belt West Plan and the remaining Brampton land east of highway 50 that is affected by the realignment of Highway 50.

5. That the City Clerk be directed to forward a copy of this report and Council Resolution to the City of Vaughan, the Regional Municipality of Peel and the Regional Municipality of York.”

Proposed Annexation

The following steps are required to satisfy the annexation procedures set out in section 173 of the Municipal Act, 2001 and prior to the restructuring proposal being submitted to the Minister of Municipal Affairs and Housing for approval by issuing an Order:

1. A restructuring proposal prepared and circulated to Brampton, Peel and York with a request for co-operation in the annexation and authorization of a joint public meeting.
2. Municipalities required to hold at least one public meeting, either joint or individual.
3. A restructuring proposal containing any amendments arising out of the public meeting(s) is to be presented to each Council for consideration.
4. Each Council is required to make a decision to approve the final restructuring proposal.
5. Once approved by each of the affected municipalities, the final restructuring proposal is forwarded to the Minister of Municipal Affairs and Housing for final approval.

Proposed Committee

Since a public meeting must be held and a draft restructuring proposal considered, Council should establish a Committee for attendance at any meetings on this proposal and to report back to Council. Council direction is requested on the number of members to be appointed to the Committee and which Members of Council the Committee will include. York Region will likely appoint Mayor DiBiase to its Committee. One suggestion would be to appoint two of the Regional Councillors and the Ward Councillor, Councillor Carella, as Vaughan's Committee.

Proposed Joint Public Meeting

It would be appropriate to hold a joint public meeting on the proposal to be scheduled in the fall in Vaughan. Staff would seek the consent of Brampton, Peel and York to participate at this joint public meeting. A joint public meeting held by all the affected upper and lower-tier municipalities would be the most cost and time-efficient process for the proposed annexation.

The City must comply with the mandatory 21-day notice period for a public meeting to consider a restructuring proposal. This notice requirement is contained in subsection 4(6) of the City's Notice By-law (By-law Number 394-2002).

The Committee could then report back to Council in December.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set by Council.

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Conclusion

Pursuant to Brampton's request that Vaughan initiate a restructuring proposal it would be appropriate to draft and circulate a proposal, and for Council to establish a Committee to attend the public meeting(s) and review the proposals and reports related to the annexation approval process. This Committee would then report to Council for final approval of any proposal to be forwarded by the municipalities to the Minister of Municipal Affairs and Housing.

Attachments

1. Location Map
2. Subject Lands

Report prepared by:

Heather A. Wilson
Director of Legal Services

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 105, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

**105 REPORT ON THE COMMUNITY MEETING WITH THE WARD SUB-COMMITTEE
REGARDING THE INVESTIGATION OF THE FEASIBILITY OF
CONSTRUCTING A SIDEWALK ON THE SOUTH SIDE OF
WOODBIDGE AVENUE AT THE CP OVERHEAD RAIL LINE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 19, 2006:

Recommendation

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

1. That this report be received for information.
2. That this project be considered during the 2007 Capital Budget Deliberations.

Economic Impact

Engineering Services staff have estimated that the costs of installing the subject sidewalk based on Option 'D' presented to Council on April 10, 2006 is \$166,000.00. As these costs are not included in the 2006 Capital Budget, this project should be submitted for consideration during the 2007 Capital Budget deliberations and the funding source be addressed at that time.

Purpose

To report on the community meeting with the Ward Sub-Committee regarding the feasibility of constructing a concrete sidewalk on the south side of Woodbridge Avenue between #275 Woodbridge Avenue and Old Firehall Parkette (Please refer to Attachment No. 1 for a Location Map).

Background - Analysis and Options

Council at its meeting of April 10, 2006 (Item 46, Report No. 18 of the Committee of the Whole) approved the following recommendation of the Committee of the Whole;

"That a community meeting with the Ward Sub-Committee be held prior to staff providing a report to the Committee of the Whole meeting of May 1, 2006, including opportunities for funding."

Engineering Services staff hosted a community meeting on Wednesday, May 31, 2006 at the Woodbridge Pool and Memorial Arena. Prior notification was provided to the affected residents and businesses in the form of hand delivered notices. The meeting was not attended by any member of the community.

In addition, Council at its meeting of April 10, 2006 also approved the following recommendation of the Commissioner of Engineering and Public Works;

"That Option D be included as a provisional item in Bid T06-033, Woodbridge Avenue Resurfacing and Watermain Replacement and that staff report on the funding and construction staging alternatives at the time that a report is presented on award of the bid."

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The sidewalk component of the project requires CP Rail approval prior to commencing construction. This type of approval by the railways is usually a lengthy process and may delay the watermain replacement and road resurfacing components of the project. As well, the necessary funds for the sidewalk construction have not been allocated in the 2006 Capital Budget.

CP Rail has already approved the watermain and road work and the Ministry of Environment (MOE) approval application for the watermain is in progress. Should the project proceed to tender prior to receipt of the MOE approval, the award of contract will be subject to all necessary approvals having been received.

Consequently, Engineering Services staff will proceed with the calling of tenders for the watermain replacement and road resurfacing under Tender T07-033. In the meantime Engineering Services staff will complete a detailed design of the sidewalk and obtain the necessary CP Rail approval, so that the work may be tendered in early 2007 subject to the necessary funds being allocated in the 2007 Capital Budget.

The incremental cost of delaying the sidewalk until 2007 is expected to be minimal, if any.

Relationship to Vaughan Vision 2007

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

Conclusion

The estimated cost to construct the subject Woodbridge Avenue sidewalk is \$166,000.00. In order to construct the sidewalk, CPR approval is required.

Attachments

1. Location Map

Report prepared by:

Tom Ungar, Manager, Design Services, ext. 3110

(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 106, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

106 REBATES FOR MUNICIPAL ELECTION CAMPAIGN CONTRIBUTIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Di Biase, dated June 19, 2006:

Recommendation

Mayor Michael Di Biase recommends:

- 1) That staff be requested to research and report back on rebate programs for municipal election campaign contributions that are currently being offered by other Ontario municipalities, identifying all the legal aspects of offering a program, how rebates are determined, what contributors are eligible for rebates, the relative impact on voter turnout, the cost and how the rebate programs are paid for; and
- 2) That staff report on the merits of cost sharing a rebate program with the Region for Regional representatives.

Economic Impact

The report requested will identify the cost to tax taxpayers of offering a program that rebates contributors for a portion of their municipal electoral campaign contributions.

Purpose

To request staff to investigate rebate programs in terms of how they operate, their benefits and their cost.

Background - Analysis and Options

Recently in the media and in a report prepared by Mr. Robert MacDermid of York University there has been discussion about municipal rebate programs. Under these programs a municipality rebates to the contributor a portion of their campaign contribution paid to individuals who are running for municipal office. From the various reports it appears that the vast majority of municipalities have not established rebate programs. However, it is an interesting concept worth investigating. I believe Council would like to better understand how these rebate programs operate, what are their benefits, who pays for them and if there is an opportunity to improve voter turnout.

Conclusion

Rebate programs for municipal election contributions should be researched to provide Council with a full understanding.

Attachments

None

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Item 107, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

107

**FILE: DA.06.017
SITE DEVELOPMENT APPLICATION
AGAU DEVELOPMENTS LTD.
(WALMART PROPOSAL AT BATHURST STREET AND CENTRE STREET)**

The Committee of the Whole recommends that staff provide a report to the Council meeting of June 26, 2006 with respect to the above noted application.

Refer to the Council Minute Nos. 158 and 159, June 26, 2006.

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.

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Item 108, Report No. 37, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 26, 2006.

108 PETITION REGARDING INSTALLATION OF CURBS ALONG RIVERSIDE DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 19, 2006:

Recommendation

Councillor Tony Carella recommends:

That the attached petition signed by representatives of twenty-six (26) households in the vicinity of Riverside Drive, and presented on their behalf by Mr. Luigi Colosimo of 155 Riverside Drive, Woodbridge requesting the installation of curbs, but not sidewalks, along Riverside Drive, be RECEIVED and referred to the Budget Committee, for its review, in the preparation of the 2007 capital budget.

Economic Impact

To be determined.

Background - Analysis and Options

Twenty-five households on Riverside Drive and one on Birchill Road have made this request.

Relationship to Vaughan Vision 2007

This report recommends a change from the priorities previously set by Council and the necessary resources have not been allocated.

Conclusion

The residents are requesting that Council consider the installation of curbs on Riverside Drive.

Attachments

Petition

Report prepared by:

Councillor Tony Carella

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

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Item 109, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that any approvals for the application be delegated to the City Manager and the Commissioner of Planning.

109 NEW BUSINESS – SITE PLAN RELATED TO ST. MARGARET MARY CHURCH

The Committee of the Whole recommends that staff provide a report to the Council meeting of June 26, 2006, with respect to the site plan application related to St. Margaret Mary Church on Islington Avenue.

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 110, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that the City support this initiative; and

By approving that the source of funding be identified as the excess working capital received from Hydro Vaughan Distribution Inc., in accordance with the memorandum from the Commissioner of Finance & Corporate Services, dated June 26, 2006.

110 **DEPUTATION – MR. PETER BERTON WITH RESPECT TO
THE PRESERVATION OF THE PIERRE BERTON ARTIFACTS AND MEMORABILIA**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Peter Berton, Chair, Preservation of the Berton Artifacts and Memorabilia Steering Committee, 52 Glendonwynne Road, Toronto, M6P 3E4, be received; and

- 2) That to demonstrate that the City of Vaughan is committed to the preservation of the Pierre Berton artifacts and memorabilia within the Kleinburg community and to encourage the involvement and support of potential partners/stakeholders, staff be directed to prepare a report for the Council meeting of June 26, 2006, with respect to identifying a funding source for \$1.5m that could be used for this important community project.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 111, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that the following revised Candidate Pledge outlined in the written submission of Mr. Steven Del Duca, dated June 23, 2006, be endorsed:

- “1. I pledge to conduct my campaign in a manner that respects the democratic process and focuses on the issues;***
- 2. I pledge to not engage in negative, derogatory or attack-style campaigning and I will treat the voters and my opponents with respect at all times; and***
- 3. I pledge to support efforts being made to increase civic engagement and voter turnout in Vaughan and will participate in all-candidates’ meetings sponsored by Go Vote Vaughan.”***

111

**DEPUTATION – MR. STEVEN DEL DUCA
WITH RESPECT TO “GO VOTE VAUGHAN” INITIATIVE**

The Committee of the Whole recommends that the deputation of Mr. Steven Del Duca, 9 Rosewood Court, Vaughan, L4L 3Z9, written submissions dated June 12, 2006 and June 16, 2006, and information package titled “Go Vote Vaughan – Backgrounder”, be received and referred to staff for a report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 112, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that staff proceed with the works identified in the memorandum from the Commissioner of Community Services, dated June 23, 2006, for \$41,000; and

By approving that staff work with the Baseball Association to develop funding opportunities and strategies through Economic Development and Tourism for matching grants in support of a successful bid for Vaughan hosting the 2008 Canadian National Pee Wee Championships.

**112 DEPUTATION – MR. DIRK DRIEBERG, VAUGHAN BASEBALL ASSOCIATION
 WITH RESPECT TO THE 2008 CANADIAN NATIONAL
 PEE WEE CHAMPIONSHIPS IN VAUGHAN**

The Committee of the Whole recommends that the deputation of Mr. Dirk Drieberg, Vice President Rep/Select, and Mr. Tom Pileggi, City of Vaughan Baseball Association, 8 Merino Road, Maple, L6A 1E7, written submission dated June 13, 2006, and information package, be received and that the funding request be referred to staff for a report to the Council meeting of June 26, 2006.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 26, 2006

Item 113, Report No. 37, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 26, 2006, as follows:

By approving that Vaughan support the upcoming 2006 SavourVaughan initiative by providing services-in-kind, and the use of a City facility at no cost, for the event launch; and

By receiving the memorandum from the Commissioner of Economic/Technology Development and Communications, dated June 26, 2006.

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**DEPUTATION – MS. ELVIRA CARIA WITH RESPECT TO
“SAVOURVAUGHAN – A CELEBRATION OF FINE FLAVOURS”**

The Committee of the Whole recommends that the deputation of Ms. Elvira Caria and Ms. Jennifer Montessano, SavourVaughan, 15 Bunting Drive, Woodbridge, L4H 2E7, written submission dated June 19, 2006, and information package titled “SavourVaughan – A Celebration of Fine Flavours”, be received and referred to staff for a report to the Council meeting of June 26, 2006.

