

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

1 SAFE CITY COMMITTEE ACCOMPLISHMENTS

2003 – 2006 TERM

- 1) That the recommendation contained in the following report of the Chair, Safe City Committee, dated September 18, 2006, be approved; and
- 2) That the deputation of Mr. Paul De Buono, 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, be received, and that staff provide a report to a future Committee of the Whole meeting addressing the deputant's comments regarding the published survey report.

That the following report be received.

There is no economic impact associated with this report.

The purpose of this report is to provide Council with the accomplishments of the Safe City Committee for the 2003 – 2006 Term.

Council approved that all non-statutory committees submit to Committee of the Whole a summary of its accomplishments over the three (3) year term, prior to the expiry of the term. The attached contains a summary of the Safe City Committee's accomplishments for the term.

This report is consistent with the priorities previously set by Council by serving our citizens and promoting community safety, health and wellness.

As directed by Council, the Safe City Committee's accomplishments are attached for Council's information.

1. Safe City Committee Accomplishments

R. Magnifico
Assistant 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 2, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

2

**VAUGHAN YOUTH CABINET ACCOMPLISHMENTS
2003 – 2006 TERM**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chair, Vaughan Youth Cabinet, dated September 18, 2006:

Recommendation

The Chair, Vaughan Youth Cabinet recommends:

That the following report be received.

Economic Impact

There is no economic impact associated with this report.

Purpose

The purpose of this report is to provide Council with the accomplishments of the Vaughan Youth Cabinet for the term.

Background - Analysis and Options

Council approved that all non-statutory committees submit to Committee of the Whole a summary of its accomplishments over the three (3) year term, prior to the expiry of the term. It is noted that Council approved the establishment of the Vaughan Youth Cabinet in May 2005. The attached contains a summary of the Vaughan Youth Cabinet's accomplishments since its establishment in 2005.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council by serving our citizens and promoting community safety, health and wellness.

Conclusion

As directed by Council, the Vaughan Youth Cabinet's accomplishments are attached for Council's information.

Attachments

1. Vaughan Youth Cabinet Accomplishments

Report prepared by:

R. Magnifico
Assistant 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 3, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

3

**REQUEST FOR STAFF TO INSTALL A STOP SIGN
AT GENOA ROAD AND MADEIRA AVENUE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated September 18, 2006:

Recommendation

Councillor Peter Meffe recommends:

That staff be directed to install a stop sign at Genoa Road and Madeira Avenue.

Economic Impact

Nil.

Purpose

The purpose of this recommendation is to deter drivers from driving at excessive speeds along Genoa Road.

Background - Analysis and Options

This intersection is a 'tee' design and there is an existing stop sign (westbound) located on Madeira Avenue. The residents have expressed their concern on the excessive speed of vehicles traveling along Genoa Road and wish to have all way stop controls in place. Madeira Avenue has a large number of young children that play outside and there is a concern that they may run out onto Genoa Road. If all way stop controls are in place it would reduce the speed of the cars travelling along Genoa thereby reducing the possibility of accidents in this area.

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 feeling that this is a reasonable request and it would be in the City's best interests to have this all way stop control installed.

Attachments

None.

Report prepared by:

Peter Meffe,
Councillor, Ward 1

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Item 4, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

4

JUDITH AVENUE – TRAFFIC CALMING MEASURES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff investigate the feasibility of installing a raised crosswalk on Judith Avenue, either between properties #71 & #73, or between #77 & #81;
2. That staff follow through with the proper reviews and Ministry of Environment requirements in investigating the feasibility of the raised crosswalk; and
3. That staff report to a future Committee of the Whole meeting with respect to their findings as soon as possible.

Economic Impact

To be determined upon analysis.

Purpose

To control traffic issues on Judith Avenue.

Background - Analysis and Options

Several residents have indicated that there is a problem with speeding traffic on Judith Avenue on the stretch of road in front of the park entrance. Residents have also indicated that several minor collisions have occurred around the curved portion of the roadway between Briarcliff Crescent and Westcroft Avenue due to speeding traffic. A raised crosswalk would reduce speeds on Judith Avenue, thereby improving community safety for residents and pedestrians.

Staff investigated the feasibility of installing a raised crosswalk in front of Wade Gate Park entrance in 2004, as per resident requests, and it was discovered that a raised crosswalk in front of the park entrance was not feasible. However, staff did confirm that a raised crosswalk would be feasible further north between properties #71 and #73 or between properties #77 and #81.

Following a recent minor collision at the intersection of Judith Avenue and Chelwood Drive, residents have again inquired into the possibility of having a raised crosswalk to control traffic issues in the area.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

This report is consistent with priorities previously set by Council.

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Conclusion

In response to concerns outlined by area residents, and in order to maintain community safety, it is recommended that staff review the feasibility of installing the above-mentioned raised crosswalk at the specified locations, and that staff conduct the proper reviews, public notification process and other requirements prior to installing such a crosswalk.

Attachments

1. Extract from Council Minutes of November 22, 2004, Item 2

Report prepared by:

Cindy Furfaro-Benning, Council Administrative Assistant

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

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Item 5, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

5 GLEN SHIELDS AVENUE – NO PARKING PROHIBITION

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006, be approved; and**
- 2) That the written submission of Mrs. J. DiMaria, Principal, Our Lady of The Rosary Catholic Elementary School, 206 Glen Shields Avenue, Concord, L4K 1T8, dated September 8, 2006, be received.**

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That a No Parking prohibition be installed from 8:00 am to 9:30 am and 3:00 pm to 4:30 pm, Monday to Friday from September 1 to June 30, between the north and south property lines of Our Lady of the Rosary Catholic Elementary School on the east side of Glen Shields Avenue; and
2. That a No Parking prohibition be installed from 8:00 am to 9:30 am and 3:00 pm to 4:30 pm, Monday to Friday from September 1 to June 30, between the north and south property lines of Glen Shields Public School on the east side of Glen Shields Avenue.

Economic Impact

The cost to install “No Parking” signs is provided for in current Operating Budgets. The ongoing costs to maintain the signs would be an impact to future Operating Budgets.

Purpose

To control parking and traffic issues on the east side of Glen Shields Avenue in front of the school areas, during morning and afternoon drop-off and pick-off times.

Background - Analysis and Options

Residents and school officials have been in contact with my office to complain of vehicles parking on the east side of Glen Shields Avenue during school drop-off and pick-up times. Often, vehicles park for a length of time, and vehicles are often double-parked, thus impeding traffic flow and endangering the safety of the school children and other pedestrians.

At the January 23, 2006 Council Meeting, Council approved the installation of No Stopping signs on the west side of Glen Shields Avenue from 8:00 am to 9:30 am and 3:00 pm to 4:30 pm, Monday through Friday, from September 1 to June 30, between the north and south property line of both Glen Shields Public School and Our Lady of the Rosary Catholic Elementary School (please see attachment). At the parking review conducted prior to this report coming to Council in January, staff found that vehicles were parking on both sides of the roadway in front of the schools during the time periods in question, thus impacting emergency and other service vehicle movement in front of the schools as well as creating sightline problems for drivers and pedestrians.

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While the No Stopping signs on the west side of Glen Shields Avenue addresses issues on the west side of the roadway, it seems that there are still problems on the east side of the roadway during school drop-off and pick-up times, most notably vehicles parking for long lengths of time. While residents and school officials do not want to prohibit parents from dropping off their children, they do want to prohibit the unnecessary parking taking place for lengths of time during these times. No Parking prohibitions on the east side of Glen Shields Avenue, between the north and south property lines of the two schools, during school drop-off and pick-up times will still allow parents to drop off or pick up their children, but will also allow the City to monitor and enforce any illegal parking taking place, thereby easing traffic flow and creating a safer environment around the school zones.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

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

Conclusion

In response to concerns outlined by area residents, as well school officials, and in order to maintain community safety, it is recommended that above-noted No Parking prohibitions be installed at the specified locations.

Attachments

1. Extract of Council Meeting Minutes of January 23, 2006, Item 12

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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

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Item 6, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

6

PLEASANT RIDGE AVENUE –TRAFFIC CALMING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to investigate the need for and feasibility of installing traffic calming measures along Pleasant Ridge Drive; and
2. That staff report their findings to a future Committee of the Whole meeting in December 2006.

Economic Impact

N/A.

Purpose

To alleviate speeding concerns along Pleasant Ridge Drive.

Background - Analysis and Options

Pleasant Ridge Drive is a collector road that extends between Langstaff Road and Rutherford Road in the Thornhill Woods subdivision. Currently, there are existing all-way stop controls located at the intersections of Pleasant Ridge Drive and Autumn Hill Boulevard and Pleasant Ridge Drive and Summeridge Drive.

Despite these all-way stop controls, vehicular traffic continues to speed along Pleasant Ridge Drive, creating a safety concern for the residents of the community. Several residents have telephoned the Councillor's office requesting that traffic calming measures be investigated for the roadway.

Additionally, with the opening of Stephen Lewis Secondary School at the southwest corner of Pleasant Ridge Drive and Autumn Hill Boulevard this year, the area is now a high pedestrian intersection, during AM and PM peak times, thus making community safety an imminent concern.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

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

Conclusion

It is recommended that staff be directed to investigate the necessity and feasibility of installing traffic calming measures along Pleasant Ridge Drive in order to address the ongoing concerns of vehicular speeding along the roadway.

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Attachments

N/A

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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Item 7, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

7 TRAFFIC CONTROL SIGNAL REQUEST AT WESTON RD. & VALERIA BLVD.

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

Recommendation

Councillor Bernie Di Vona, in consultation with Mayor Michael Di Biase recommends:

- 1) That the report dated July 27, 2006 from the Region of York be received and referred to the Commissioner of Engineering for his review and consideration to determine the option of signalizing the intersection at our own cost with full reimbursement by the Region of York within 5 years if and when the traffic warrant signal becomes warranted;
- 2) That the review be conducted in such a manner that it will be included for consideration within the 2007 Capital Budget; and
- 3) That the 2007 Capital Budget project for signalized intersection detail the locations for all proposed traffic signalization and warrant components or criteria used in selection of any installation.

Economic Impact

Not applicable

Purpose

To request installation of a traffic control signal at the intersection of Weston Rd. and Valeria Blvd.

Background - Analysis and Options

The Region of York conducted a review conclude that there is "recognition that this intersection is close to satisfying the municipal warrant and therefore the City of Vaughan has the option of signalization".

Copy of the letter from York Region Transportation and Works Department is attached.

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

Based on our review, it is recommended that signalization at the intersection of Weston Rd. and Valeria Blvd. be implemented at our own cost with full reimbursement from the Region of York within 5 years if and when the traffic signals becomes warranted.

Attachments

1. Location Map
2. Letter from York Region and Transportation Department

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Report prepared by:

Councillor Bernie DiVona, ext. 8339

(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. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

8

JULES AVENUE TRAFFIC STUDY

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated September 18, 2006:

Recommendation

Councillor Tony Carella recommends that appropriate staff be directed to conduct a traffic study of Jules Avenue between Jeanne Drive and Riverview Avenue, in response to the petition of area residents; and to make recommendations to address their concerns.

Economic Impact

Nil

Purpose

To address the concerns of residents with respect to traffic issues along Jules Avenue.

Background - Analysis and Options

Residents of Jules Avenue between Jeanne Drive and Riverview Avenue have asked that the city take all necessary steps to mitigate existing traffic and pedestrian safety problems on their street, including but not limited to speeding and generally reckless driving, particularly in the vicinity of the right-angle turn midway along this street, well-known for its giant flower-topped urns

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 address the concerns of residents of Jules Avenue by way of traffic study and resulting recommendations.

Attachments

1. Petition submitted by residents of Jules Avenue

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 9, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving the following:

WHEREAS the Maple Pioneer Seniors Club is the largest seniors club in Vaughan;

WHEREAS the Merino Road facility is their primary meeting location; and

WHEREAS the cars parking in front of this facility are spilling significantly into the neighbouring homes and causing significant issues;

THEREFORE, that staff identify a source of funding for the parking lot component of the project and proceed with the parking lot; and

That the rest of the project be brought forward to the next budget process.

9

MERINO ROAD FACILITY IMPROVEMENTS

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

Recommendation

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

1. That this report be received for information; and
2. That funding for this project be considered in the 2007 Capital Budget.

Economic Impact

The amount of \$100,000 be included in the 2007 Capital Budget submissions for consideration by the Budget Committee.

Purpose

The purpose of this report is to respond to Council direction that staff review the existing facilities at this building, and report back to Council.

Background - Analysis and Options

At the Council meeting of February 27, 2006, Council approved report no. 9, item 20, Merino Road Facility and recommended the following:

1. Staff review the opportunity to install increased parking at the rear of the facility;
2. Staff review moving the various club/group offices to the lower level to allow the main floor space to be expanded; and
3. Staff review the possibility of upgrading the washroom facilities.

In response to Council direction, staff provide the following information:

Staff have reviewed the site and have determined that an additional 13 spaces can be accommodated. In addition, staff has had discussions with the various user groups with respect to relocating their respective offices in order to expand the common area for the purpose of

.../2

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increasing the capacity for their functions. These discussions are on going at this time, including the potential of some groups moving off-site to other City locations. Plans will be finalized in the fall of 2006 regarding the possible re-location of the various groups.

Staff has also reviewed the upgrading of the washroom facilities and have determined that it is warranted and is feasible to upgrade the existing washrooms.

The combined estimated cost for the proposed renovation is \$100,000.00, as itemized below:

Parking lot	\$ 40,000
Modifications and upgrades to HVAC equipment	\$ 20,000
Demolition, restoration of walls, ceiling and lighting	\$ 15,000
Upgrading of washrooms, addressing accessibility issues	\$ 10,000
Flooring restoration and replacement	<u>\$ 15,000</u>
Total	\$100,000

Relationship to Vaughan Vision 2007

This report is in keeping with Vaughan Vision 2007, in particular, A-1 Serve our Citizens – Pursue Excellence in the Delivery of Core Services, and B-3 – Manage our Resources – Revitalize Infrastructure.

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

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. In the interim, staff will continue to liaise with the user groups regarding the relocations in an effort to ensure their needs can be accommodated.

Attachments

None.

Report prepared by:

Jeff Peyton, Director of Building and Facilities, ext. 6173

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Item 10, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

**10 REQUEST TO ENACT A BY-LAW TO DESIGNATE UNDER PART IV OF THE
ONTARIO HERITAGE ACT, THE NATHANIEL WALLACE HOUSE,
137 WOODBRIDGE AVENUE**

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

Recommendation

The Commissioner of Community Services, in consultation with the Director of Recreation & Culture recommends approval of the following Heritage Vaughan Committee recommendation:

1. That a by-law be enacted to designate the Nathaniel Wallace House, 137 Woodbridge Avenue under Part IV of the Ontario Heritage Act.

Economic Impact

There is no economic impact related to this request.

Purpose

The purpose of this report is to seek Council approval to enact a by-law that would designate under Part IV of the Ontario Heritage Act, the Nathaniel Wallace House, 137 Woodbridge Avenue.

Background - Analysis and Options

Council at its meeting of November 27, 1995 approved the recommendation to designate under Part IV of the Ontario Heritage Act, the City-owned Nathaniel Wallace House located at 137 Woodbridge Avenue. As required under the Act in 1995, a public "Notice of Council's Intention to Designate" was published in local papers for three consecutive weeks and this resulted in no public objection to the designation being filed with the City or the former Ontario Heritage Foundation of the Ministry of Culture.

Subsequently in early 1996, the City severed and sold the rear portion of the property and as a result, the designation of the property was suspended. On April 27, 1998, Council approved the recommendation that requested that a by-law be enacted to designate the Wallace house. Again, this by-law was postponed until such time as a legal description of the property was completed. The final designation of the Wallace House was never pursued after this time as the house was leased out for 5 years and used as a sales office for a local development.

The Wallace House Committee, who presently use the building for the purpose of providing community programs that help educate and promote the history and natural heritage of Woodbridge, requested in May 2006 that the house be designated under the Ontario Heritage Act. Heritage Vaughan reviewed the request at its meeting on June 21, 2006 and recommended approval of the final designation of the house.

The Ontario Heritage Trust (formerly the Ontario Heritage Foundation of the Ministry of Culture) has advised that as the "Notice of Intention to Designate" required by the Ontario Heritage Act was officially published in local papers in 1995 and that this publication resulted in no objections being filed with the City at that time and as the property is owned by the City of Vaughan and the City is pursuing the designation of the property, the publication requirements of City's "Notice of

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Intention to Designate” phase of the designation is not required to be repeated at this time. The relevant transition provision in the amended legislation at subsection 29 (16) of the Ontario Heritage Act authorizes a notice delivered under the former legislation to be continued under the legislation as it read prior to its amendment.

The Nathaniel Wallace House was built in 1873 by Captain Nathaniel Wallace an Irish immigrant who settled in Woodbridge in 1833. The Wallace family was a significant contributor to the economic development of Woodbridge and active in local and Provincial politics. Architecturally, the structure is an excellent example of its Gothic Revival style in the City of Vaughan. Most of the structure is original, having undergone few changes to both its exterior and interior. Of equal significance, is the building’s importance in maintaining the historic integrity of the Woodbridge Avenue streetscape.

Relationship to Vaughan Vision 2007

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

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

Conclusion

The Nathaniel Wallace House is a landmark structure in the Woodbridge historic core area and the designation of the structure will highlight the significance of the structure in the community.

Attachment

1. Designation Report

Report Prepared By

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

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

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Item 11, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

11

AWARD OF TENDER T06-199 SUPPLY AND DELIVERY OF ONE TANK FLUSHER UNIT

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

Recommendation

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

1. That Tender T06- 199, for the supply and delivery of one tandem axle chassis and cab, complete with a flusher unit is awarded to Dependable Truck and Tank Limited for a total price of \$207,888.12; and
2. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Project #4981 was approved in the 2003 capital budget and funded from the fleet reserve.

Purpose

To award tender T06-199 for the supply and delivery of one tandem axle flusher unit.

Background – Analysis and Options

Council approved funds for projects #4981, to purchase the flusher unit as part of the ongoing equipment program, and is funded from the fleet reserve.

This tender was advertised in the Liberal and the Electronic Tendering Network (ETN). Sixteen (16) bid documents were picked up and five (5) bid documents were received on closing date August 18th 2006.

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

<u>Supplier</u>	<u>Bid</u>
1. Dependable Truck and Tank Limited	\$207,888.12
2. Harper Ontario Truck Centers Inc.	\$209,646.00
3. Western Toronto International Trucks Inc.	\$221,559.00
4. Advanced Engineered Products Ltd.	\$243,857.40
5. FIBA Canning Inc.	\$273,372.00

Relationship to Vaughan Vision 2007

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

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

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Conclusion

Staff has reviewed the submission and based on the tender results, and the ability of the manufacturer to supply the required equipment, it is recommended that the tender be awarded to Dependable Truck and tank Limited.

Attachments

None

Report Prepared by:

Alvin Boyce, Fleet Maintenance Supervisor, ext. 6141

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Item 12, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

12

NO PARKING – MAST 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 September 18, 2006:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That 'No Parking' prohibitions be implemented on the west side of Mast Road in front of St. James Catholic Elementary School between 8:00 – 9:00 am and 3:00 – 4:00 pm., Monday to Friday.

Economic Impact

The cost of installing the parking signage will be an initial impact to the 2006 Operating Budget. Replacement costs will be a minor impact to future budgets.

Purpose

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

Background - Analysis and Options

At its meeting on October 17, 2005, Council directed:

- “1. That staff be directed to meet with the school council and the affected residents to review the matter and provide a feasibility study to a future Committee of the Whole meeting; and**
- 2. That the following report of Regional Councillor Frustaglio, dated October 11, 2005, be received.”**

The following recommendation from Regional and Local Councillor Frustaglio was to be reviewed and discussed.

“THAT staff review the feasibility of installing “No Parking 8:00 am – to 9:00 am and 3:00 pm to 4:00 pm.” on Mast Road in front of St. James School.

To determine which side of Mast Road would be better served by this restriction.

THAT this report be brought forward to a future Committee of the Whole Meeting.”

St James Catholic School is located on the east side of Mast Road. Mast Road is a local two lane roadway with a 20.00 metre right-of-way and a paved travelled surface of 9.0 metres. There is an existing posted speed limit of 40 km/h, respective of the school zone. Sidewalks are available on both sides of Mast Road in the vicinity of the school grounds. The area is shown on Attachment No. 1.

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Staff conducted parking observations on Mast Road on Wednesday, November 16, 2005 from 8:00 am – 9:10 am and 3:00 pm - 4:00 pm. Staff also conducted parking observations on Wednesday, June 14, 2006 from 3:00 pm - 3:45 pm to determine if parking prohibitions are required. The table below shows the results of the observations.

DATE OF STUDY	PARKING ACTIVITY SUMMARY ON MAST ROAD (EAST SIDE)	PARKING ACTIVITY SUMMARY ON MAST ROAD (WEST SIDE)
November 16 2005 - AM	38	2
November 16 2005 - PM	100	20
June 14, 2006 - PM	134	2

Staff met with representatives of the York Catholic District School Board and the Principal of St. James Catholic School on April 4, 2006. The Principal stated that she was unaware of parking concerns, and would present the issue at a subsequent St. James Catholic School's parent council meeting. The decision made at this meeting was that if it was necessary to implement parking restrictions, they should be on the west side of the road.

It would be preferred that children be dropped off or picked up on the east side, so that they do not have to cross the road. As indicated in the study, the majority of children are already dropped off or picked up on the east side of the road. The number of vehicles parked on the west side of Mast Road during the specified times is relatively low and does not necessarily support parking prohibitions. However, in the interest of student safety and maintaining traffic flow during the morning and afternoon periods, staff recommend 'No Parking' prohibitions be implemented on the west side of Mast Road between 8:00 – 9:00 am and 3:00 – 4:00 pm, in front of St. James Catholic Elementary School.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended that parking prohibitions as noted be implemented on Mast Road in front of St. James Catholic Elementary School.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131
Mike Dokman, Supervisor, Traffic Engineering, ext. 3018

LW: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 SEPTEMBER 25, 2006

Item 13, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

**13 EDGELEY BOULEVARD AND ROMINA DRIVE/FOUR VALLEY DRIVE
 PROPOSED ALL-WAY STOP CONTROL**

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control be installed at the intersection of Edgeley Boulevard and Romina Drive/Four Valley Drive; and
2. That an advance warning sign – ‘Stop Ahead’ - be installed south of the subject intersection, in the northbound direction.

Economic Impact

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

Purpose

To review the feasibility of implementing all-way stop controls at the intersection of Edgeley Boulevard and Romina Drive/Four Valley Drive, in response to requests from area business employees.

Background - Analysis and Options

Staff received several requests from business employees in the area of Edgeley Boulevard and Romina Drive/Four Valley Drive to review the need for an all-way stop control due to heavy traffic volumes and intersection sight distances.

Edgeley Boulevard is a major collector roadway with a 26.0 metre right-of-way and a pavement width of 14.0 metres (4 lanes). Romina Drive and Four Valley Drive are industrial roads with 23.0 metre right-of-way and pavement widths of 11.5 metres (2 lanes) The existing speed limit on Edgeley Boulevard is a statutory 50 km/h. The existing stop controls are located on Romina Drive/Four Valley Drive. The area is shown on Attachment No. 1.

Staff conducted a turning movement count on Wednesday, June 7, 2006 at the subject intersection during peak travel periods. The traffic count was conducted from 7:00am to 9:00am and 4:00pm to 6:00pm. On the day of the traffic study the weather was clear and the roads were dry. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- | | |
|---|----------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 89% |
| • Warrant 2 – Accident Hazard | Warranted 0% |
| • Warrant 3 – Sight Restriction | Warranted 100% |

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For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement counts meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at the intersection. The collected traffic volumes are close to satisfying Warrant 1, and can vary from day-to-day. There were zero reported vehicle collisions in the past year at this intersection.

The sight distance was reviewed and it was noted that the required minimum sight line distance of 90 metres for arterial and collector roadways was not met. The sight line requirement was not met due to the existing roadway geometrics. South of the intersection there is a horizontal curve on Edgeley Boulevard and there is also a downgrade differential of approximately 2.0 metres. As Edgeley Boulevard is classified as a major collector roadway, a minimum curve radius of 220 metres is required. In this case, the radius is only 210 metres.

Given that the built environment cannot be easily altered physically and in consideration of the Provincial Warrant Criteria being met, it is recommended that an all-way stop control be installed at this intersection. Further, it is suggested that a warning sign, in the form of 'Stop Ahead', be installed south of the subject location to provide advance notice to northbound motorists.

The installation of this stop control will bring this intersection into compliance with all applicable standards.

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 an all-way stop control and advance warning signage be installed at the intersection of Edgeley Boulevard and Romina Drive/Four Valley Drive.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 14, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

14

CASTLE PARK BOULEVARD AND COLLE MELITO WAY REQUEST FOR ALL-WAY STOP CONTROL

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an all-way stop control not be installed at the intersection of Castle Park Boulevard and Colle Melito Way;
2. That the existing stop signs located on Castle Park Boulevard be relocated to Colle Melito Way; and
3. That additional stop signs be installed on Colle Melito Way eastbound at Castle Park Boulevard and westbound at Castle Park Boulevard.

Economic Impact

The cost to install additional stop control signs and stop bar 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 Castle Park Boulevard and Colle Melito Way.

Background - Analysis and Options

A request has been received from a resident requesting a review of the traffic activity at the intersection of Castle Park Boulevard and Colle Melito Way. Castle Park Boulevard is a local roadway with one travel lane in each direction and is divided by a grass centre median approximately 20 metres in width. This design operates as two one-way streets on Castle Park Boulevard from Sonoma Boulevard to a point approximately 110 metres north of Colle Melito Way. Colle Melito Way is also a local roadway, undivided, with one travel lane in each direction. The existing stop controls are located on Castle Park Boulevard. The existing speed limit is 50 km/h on both roadways. The area is shown in Attachment No.1.

A turning movement count was conducted on Thursday, June 8, 2006 at the intersection of Castle Park Boulevard and Colle Melito Way during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was sunny and clear. The data collected was compared to the Provincial Warrant for an All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	9%
Warrant 2 – Accident Hazard	Warranted	25%
Warrant 3 – Sight Restriction	Warranted	100%

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All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. Existing traffic volumes fulfill only 9% of the requirements, and there has been one reported collision at this intersection susceptible to prevention by an all-way stop control over the last twelve-month period. However, the existing landscaped median on Castle Park Boulevard creates sightline issues for all four approaches to this intersection.

This centre median contains a masonry (brick) wall approximately 13 metres in width and 2 metres in height as well as numerous trees and small bushes. The City of Vaughan requires a minimum 65 metres of unobstructed visibility for motorists entering an intersection from the minor roadway. Visibility at this intersection is below the required 65 metres.

In terms of traffic volumes, Castle Park Boulevard is the major roadway and Colle Melito Way is the minor roadway. The recorded traffic volumes on Castle Park Boulevard and Colle Melito Way during the study are 478 and 140 vehicles, respectively. However, the existing stop controls at this location are located on Castle Park Boulevard, the major street, rather than the minor street Colle Melito Way. The existing stop signs should be removed from Castle Park Boulevard and relocated to Colle Melito Way. This will improve free flow movement in the north and south directions on Castle Park Boulevard.

Further, it would be beneficial to individually operate this location as two separate intersections, Castle Park Boulevard and Colle Melito Way (east approach), and Castle Park Boulevard and Colle Melito Way (west approach). The geometric configuration of this intersection is unique and it is the only intersection within the City of Vaughan with such an oversized centre median. To improve sight visibility, intersection operations, and vehicular and pedestrian safety, a total of four stop signs are required on Colle Melito Way:

- Two stop signs on Colle Melito Way for the intersection of Castle Park Boulevard and Colle Melito Way (east approach); and
- Two stop signs on Colle Melito Way for the intersection of Castle Park Boulevard and Colle Melito Way (west approach).

Implementation of the recommended stop control revisions will bring these intersections into compliance with all applicable standards.

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 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, staff recommends removing and relocating the existing stop signs from Castle Park Boulevard to Colle Melito Way and installing two additional stop signs on Colle Melito Way to the east and to the west of the existing centre median.

Attachments

1. Location Map

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 14, CW Report No. 43 – Page 3

Report prepared by:

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

TA: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 SEPTEMBER 25, 2006

Item 15, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

15 ENSURING THE SAFETY OF ELDERLY PEDESTRIANS AT VILLA AMICA / VILLA GIARDINO

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

That an additional speed hump not be installed on the access road to the Vaughan Grove Sports Park.

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of installing additional traffic calming measures on the access road to the Vaughan Grove Sports Park, in response to Council direction.

Background - Analysis and Options

At its meeting on May 23, 2006 Council directed:

“ 1. THAT staff be directed to confirm the advisability of placing a speed hump or humps, or any other appropriate traffic calming measure, along the roadway linking Martin Grove Road to Vaughan Grove sports park in the vicinity of Villa Amica / Villa Giardino.”

This is an access road between Martin Grove Road and the Vaughan Grove Sports Park. This subject road is not dedicated as public highway and the posted speed limit is 30 km/h. There is a 50 year term lease between the province of Ontario and the City of Vaughan. Through an agreement between the City and the Province, road access is allowed for the senior's residences, the children's centre and the sports fields.

There are currently two speed humps on this access road. There is one speed hump located directly outside the front doors of Villa Amica and Villa Giardino, and a second before the parking lot for the Vaughan Grove Sports Park. The roadway is approximately 200 metres in length. Refer to Attachment 1 for area network.

Staff collected speed and volume data from Automatic Traffic Recorders installed on the access road to the Vaughan Grove Sports Park between August 10 and August 14, 2006. The Automatic Traffic Recorders were placed in between the two existing speed humps, along the longest section of the road. The speed and volume data were collected over a 24-hour period as summarized below:

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DATE	DIRECTION	AVERAGE SPEED	TOTAL VOLUME
August 10, 2006 - August 11, 2006(weekday)	Eastbound Westbound	28 km/h 24 km/h	319 vehicles 364 vehicles
August 11, 2006 - August 14, 2006 (weekend)	Eastbound Westbound	29 km/h 26 km/h	1098 vehicles 1251 vehicles

As these studies show, the average vehicle speeds on both the weekday and the weekend range from 24 km/h to 29 km/h., below the posted speed limit of 30 km/h.

Staff has had an opportunity to review the traffic volume data collected by Ontario Traffic Inc. (OTI) in support of the deputation of Mrs. Domenica Michela. The collected volumes on the access road can be accommodated with the surrounding land uses and are comparable to the volumes collected by City staff.

Since the access road is not dedicated as a Public Highway, the City warrant for the installation of speed humps should be used as a guideline only. A speed hump could be placed between the two existing speed humps. The installation of a speed hump would be subject to approval by City Council.

Pursuant to the deputation of Mrs. Domenica Michela at the September 5, 2006, Committee of the Whole Meeting, an additional information item addressing various other operations and maintenance concerns will be presented separately at the September 18, 2006, Committee of the Whole Meeting.

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 an additional speed hump not be installed on the access road to the Vaughan Grove Sports Park.

Attachments

1. Location Map

Report prepared by:

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

LW: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 SEPTEMBER 25, 2006

Item 16, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

16

VICEROY ROAD – DUAL LEFT TURN LANES

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes; and
2. That the Region of York, be requested to consider incorporating intersection improvements to accommodate dual left turn lanes from Viceroy Road to Dufferin Street north into the project planned in the Region's Class EA Study for the Widening of Dufferin Street.

Economic Impact

None at this time.

Purpose

To advise Council of the status of a planned dual left turn lane at Viceroy Road and Dufferin Street.

Background - Analysis and Options

At it's meeting of October 31, 2005, Council directed:

“That staff be directed to investigate the feasibility of making the right hand turning lane on Viceroy Road a dual purpose lane so as to allow both left and right hand turns northbound and southbound onto Dufferin Street during the evening rush hour of 4:00pm – 7:00pm.”

Engineering staff have completed a traffic study to determine the number of illegal eastbound left turns at the Dufferin Street and Viceroy Road intersection. There were 246 illegal left turns at this intersection during the 4:00 – 6:00 pm study conducted on Thursday, April 7, 2005.

Engineering staff have been in contact with Region of York Transportation & Works staff regarding the redesign of this intersection due to the number of illegal left turn movements. As this is a Regional intersection, Regional staff must be in agreement with any changes proposed by the City of Vaughan. At this time, City staff will be preparing various preliminary designs in house to accommodate an additional eastbound left turn lane. City staff will continue to meet with Region staff to discuss these designs, associated costs and possible cost sharing opportunities.

Further, City Engineering staff will provide formal comments to the Region's recently released Class EA Study for the Widening of Dufferin Street from Steeles Avenue to Centre Street requesting the subject intersection improvements be incorporated into any future Regional roads project at this location.

The timing and funding of any planned improvements would be referred to a future Capital Budget coincident with the timing for the Regional undertaking (2007) and be subject to Council approval.

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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

It is recommended that Council receive this report for information purposs.

Attachments

1. Location Map

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131

Mike Dokman, Supervisor, Traffic Engineering, ext. 3018

LW: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 SEPTEMBER 25, 2006

Item 17, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

17

**WOODBIDGE AVENUE AND FOREST DRIVE/LEWIS DRIVE
TRAFFIC SIGNAL TIMING AND TRAFFIC INFILTRATION**

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That no changes to the existing traffic signal timing be made at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive;
2. That the existing southbound left turn prohibition be maintained at the intersection of Forest Drive and North Ridge Road; and
3. That staff monitor the subject intersections and report back in December, 2006 if there are any significant changes with respect to turning prohibitions or signal timings.

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of adjusting the existing traffic signal timing at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive, and determine the effectiveness of the new southbound left turn prohibition at the intersection of Forest Drive and North Ridge Road, in response to direction from Council.

Background - Analysis and Options

At its meeting on June 12, 2006 Council directed:

“That staff monitor the impact of the turning prohibition from Forest Drive onto North Ridge Road, to determine if the added traffic southbound on Forest Drive can be accommodated within the existing traffic signal timing at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive, and to report their findings to the last Committee of the Whole meeting in September 2006.”

Woodbridge Avenue is a primary feeder road with a 23.0m right-of-way, and Forest Drive is a local road with a 20.0m right-of-way. The intersection of Woodbridge Avenue and Forest Drive is under existing traffic signal control. There is an existing southbound left turn prohibition at the Forest Drive and North Ridge Road intersection. The area is shown on Attachment No. 1.

Staff conducted a signal timing review and observations at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive on August 15, 2006 during the morning and afternoon peak time periods from 8:00-9:00am and from 4:00-5:00pm. During both observation periods all southbound left turning vehicles were able to complete their turn during the same signal cycle they arrived at the intersection. There were no delays to the southbound left turn movement as the opposing northbound traffic from Lewis Drive is low. No vehicles were required to wait an additional signal cycle.

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Changes to the existing traffic signal timing, specifically to add more green time to the north/south direction would result in possible delays to east/west traffic along Woodbridge Avenue, and is not required based on review. Staff does not recommend any signal timing changes at this intersection.

Staff also conducted a review of the existing southbound left turn prohibition at the intersection of Forest Drive and North Ridge Road on August 16, 2006 during the peak time periods of 8:00-9:00am, 12:00-1:00pm, and 4:00-5:00pm to determine the effectiveness of the prohibition. The prohibition was in place on August 2, 2006. During observations, only 2 vehicles made the southbound left turn movement at this intersection, which indicates a very good compliance rate to the new prohibition.

Based on the results of both reviews, staff does not recommend any traffic signal timing changes at the intersection of Woodbridge Avenue and Forest Drive, and to maintain the existing southbound left turn prohibition at the intersection of Forest Drive and North Ridge Road.

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 no changes to the existing signal timing at the intersection of Woodbridge Avenue and Forest Drive/Lewis Drive be made;
2. That the existing southbound left turn prohibition be maintained at the intersection of Forest Drive and North Ridge Road; and
3. That staff monitor the subject intersections and report back in December, 2006 if there are any significant changes with respect to turning prohibitions or signal timings.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 18, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving that staff investigate opportunities and options to address the concerns of the residents;

By approving that parking prohibition signs be installed within 10 metres of the intersections at Saint Francis Avenue and St. Clare Boulevard; and

By receiving the report of the Commissioner of Engineering and Public Works, dated September 18, 2006.

18

**SAINT FRANCIS AVENUE
TRAFFIC REVIEW**

This matter was forwarded to the Council meeting of September 25, 2006, without recommendation.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures not be implemented on Saint Francis Avenue; and
2. That parking prohibitions not be implemented on Saint Francis Avenue.

Economic Impact

Not applicable.

Purpose

To review the feasibility of implementing traffic calming on Saint Francis Avenue and to review the feasibility of implementing parking prohibitions, in response to direction from Council.

Background - Analysis and Options

At its meeting on June 26, 2006 Council directed:

- “1. **The City of Vaughan Engineering Department conduct a traffic review of Saint Francis Avenue with a view of reviewing rates of speed, accident history and parking issues.**
2. **That the City of Vaughan Engineering Department prepare a report to consider stop controls, traffic calming measures on Saint Francis Avenue and parking restrictions to address the deficiency of parking.**
3. **That the report be prepared for September 2006.”**

Saint Francis Avenue is a feeder roadway with a 20.0 metre right-of-way and a statutory 50 km/h speed limit. The street runs east-west from Fossil Hill Road to Via Campanile. The area is shown on Attachment No. 1.

Staff collected speed and volume data on Saint Francis Avenue at two locations; east of Cupola Crescent, and west of Pompeii Road in May 2006. The collected speed and volume data covered a 24-hour time period and is summarized below.

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<u>Location</u>	<u>Direction</u>	<u>24 Hour Volume</u>	<u>Average Speed over Study</u>
Saint Francis Avenue east of Cupola Crescent	Eastbound	800	36 km/h
	Westbound	850	37 km/h
	Total	1650	
Saint Francis Avenue west of Pompeii Road	Eastbound	1300	45 km/h
	Westbound	1200	45 km/h
	Total	2500	

The average speeds on Saint Francis Avenue range from 36 km/h to 45 km/h, indicating a high level of compliance with the posted speed of 50 km/h. The collected vehicle speeds are comparable to similar feeder type roadways. The collected volumes are also within feeder roadway capacities which should not exceed 8,000 vehicles daily.

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

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

The collected speeds do not exceed the posted speed limit by 10 km/h. Saint Francis Avenue is a primary response route within the subdivision. Based on the above warrant, the warrant for the installation of speed humps on Saint Francis Avenue is not met.

Possible alternative traffic calming measures for this roadway would be the installation of chicanes, painted road narrowings, or a combination of these two alternatives.

Staff conducted a review of on-street parking on Saint Francis Avenue on Tuesday, August 8, 2006 from 8:00-9:00am, 12:00-1:00pm, and from 4:00-5:00pm. The results are summarized below:

OBSERVATION TIME	ON-STREET SUMMARY OF VEHICLES NOTED PARKED ON SAINT FRANCIS AVENUE
8:00-9:00am	- max. of one vehicle parked on-street - minimal parking activity, no disruption to traffic flow
12:00-1:00pm	- max. of three vehicles parked on-street - minimal parking activity, no disruption to traffic flow
4:00-5:00pm	- max. of three vehicles parked on-street - minimal parking activity, no disruption to traffic flow

There were a minimal number of parked vehicles on Saint Francis Avenue during all observations. Two-way vehicular traffic was not impeded, and at no time were any driveway accesses blocked. Staff does not recommend any parking prohibitions beyond the Comprehensive Parking By-law be implemented on Saint Francis Avenue based on the results of observations.

The collision history on Saint Francis Avenue was also reviewed from 2003 to present. A single collision was reported in 2005, which involved a vehicle backing out of a residential driveway striking a westbound vehicle.

The review for all-way stop controls will be scheduled for Fall, 2006 as turning movement counts are not typically scheduled over the summer months. Staff will advise of the results when available.

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Environmental Assessment Act Requirements

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

Should Council approve traffic calming measures for installation on Saint Francis Avenue 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 Saint Francis Avenue should traffic calming measures be approved informing them of their installation.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Based on staff's review, it is recommended that traffic calming measures not be installed on Saint Francis Avenue. It is also recommended that parking prohibitions not be implemented on Saint Francis Avenue.

Attachments

2. 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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 19, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

19

**ASSUMPTION – VELLORE VILLAGE – PHASE 4
19T-89024 / 65M-3617**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 18, 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-3617 and that the municipal services letter of credit be reduced to \$41,000 for the guarantee of boulevard trees as per the request of the Parks Operation and Forestry Department.

Economic Impact

Upon assumption of this development, approximately 1.6 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, 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 160 lot development is a residential subdivision. The development is located west of Weston Road and north of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on October 18, 2002. The municipal services in Plan 65M-3617 were installed in June 2002 and the top course asphalt was placed in September 2004.

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, Development Planning and Clerks. The Parks Operations and Forestry Department is requesting that \$41,000 be held back as securities for the guarantee of boulevard trees. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

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

Conclusion

It is therefore appropriate that the municipal services in 65M-3617 be assumed and the municipal services letter of credit be reduced to \$41,000. The letter of credit will be released once the works 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/

(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 SEPTEMBER 25, 2006

Item 20, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

20

**ASSUMPTION – ARMERIA DEVELOPMENTS – PHASE 1
19T- 89037 / 65M-3523 AND 65M-3524**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 18, 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-3523 and 65M-3524 and that the municipal services letter of credit be reduced to \$104,500 for the installation of walkway lighting, inspection of a woodlot and potential remediation of sanitary service laterals to the satisfaction of the City.

Economic Impact

Upon assumption of this development, approximately 3.4 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 326 lot development is a residential subdivision. The development is located west of Bathurst Street and north of Highway 7 as shown on Attachment 1.

The Subdivision Agreement was signed on July 27, 2001. The municipal services in Plan 65M-3523 and 65M-3524 were installed in December 2000 and the top course asphalt was placed in November 2003.

As part of the requirement of assumption the sanitary sewers are video inspected. Through this inspection hairline cracks were noticed on several service lateral "tee" fittings. However, no signs of separation, leaks or other deformities were evident. Public Works and Development/Transportation Engineering staff determined that the minor cracking in the fittings did not warrant the excavation of the finished road and the replacement of the fittings. The potential for road settlements due to the excavation, as well as, the associated inconvenience to the homeowners would result from digging up the road and replacing the fittings. Therefore, staff is recommending that \$47,000 be held back as securities until this issue is fully resolved.

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 Operations and Forestry, Development Planning and Clerks. The Parks Development Department is requesting that \$50,000 be held back pending final inspection of the woodlot. The Development /

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Transportation Engineering Department is requesting that \$ 7,500 be held back as securities for the installation of walkway lighting. 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-3523 and 65M-3524 be assumed and the municipal services letter of credit be reduced to \$104,500. The letter of credit will be released when the walkway lighting are installed, the woodlot is inspected and the issue of the potential remediation of the sanitary sewer service laterals is resolved to the satisfaction of the City.

Attachments

1. Location Map

Report prepared by:

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

Brian T. Anthony
Director of Public Works

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 SEPTEMBER 25, 2006

Item 21, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

21

**ASSUMPTION – ARMERIA DEVELOPMENTS – PHASE 2
19T- 89037 / 65M-3590**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 18, 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- 3590 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.9 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 106 lot development is a residential subdivision. The development is located west of Bathurst Street and north of Highway 7 as shown on Attachment 1.

The Subdivision Agreement was signed on June 12, 2002. The municipal services in Plan 65M-3590 were installed in December 2000 and the top course asphalt was placed in June 2004.

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-3590 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/

(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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22 ASSUMPTION – MAJOR SOUTH (EXCLUDING VELLORE BOULEVARD) – PHASE 1
19T-97V29 / 65M- 3363

Recommendation

Economic Impact

Purpose

Background - Analysis and Options

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.

.../2

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Conclusion

It is therefore appropriate that the municipal services in 65M- 3363 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/

(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 SEPTEMBER 25, 2006

Item 23, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

23

**ASSUMPTION – VELLORE VILLAGE – PHASE 3
TORSONO HOLDINGS INC. & HOPECREST BUILDERS LTD.
19T-89024 / 65M-3549 AND 65M-3550**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 18, 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-3549 and 65M-3550 and that the municipal services letter of credit be reduced to \$194,500 for the guarantee of boulevard trees and potential remediation of sanitary service laterals to the satisfaction of the City.

Economic Impact

Upon assumption of this development, approximately 4.5 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 524 lot development is a residential subdivision. The development is located west of Weston Road and north of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on February 1, 2002. The municipal services in Plan 65M-3549 and 65M-3550 were installed in August 2001 and the top course asphalt was placed in October 2004.

As part of the requirement of assumption the sanitary sewers are video inspected. Through this inspection hairline cracks were noticed on several service lateral "tee" fittings. However, no signs of separation, leaks or other deformities were evident. Public Works and Development/Transportation Engineering staff determined that the minor cracking in the fittings did not warrant the excavation of the finished road and the replacement of the fittings. The potential for road settlements due to the excavation, as well as, the associated inconvenience to the homeowners would result from digging up the road and replacing the fittings. Therefore, staff is recommending that \$155,000 be held back as securities until this issue is fully resolved.

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, Development Planning and Clerks. The Parks Operations and Forestry

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Department is requesting that \$39,500 be held back as securities for the guarantee of boulevard trees. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

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-3549 and 65M-3550 be assumed and the municipal services letter of credit be reduced to \$194,500. The letter of credit will be released when the boulevard trees are inspected and the issue of the potential remediation of the sanitary sewer service laterals is resolved to the satisfaction of the City.

Attachments

1. Location Map

Report prepared by:

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

Brian T. Anthony,
Director of Public Works

VR/fc

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

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Item 24, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

24 AMENDMENT TO SCHEDULE “L” OF FEES BY-LAW NO. 396-2002

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

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

Recommendation

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

Schedule “L” of By-law No. 396-2002 (as amended by By-law No. 286-2004), be further amended as outlined in this report to allow for the sale of green bins at a cost of \$20 each, in-house organic collection containers at a cost of \$6 each, blue boxes at a cost of \$6 each, and garbage tags at a cost of \$10 for a sheet of 10 tags.

Economic Impact

The green bins and in house containers would be sold at a price that recovers the City cost to purchase the containers and the associated administration cost. Although there will be revenue generated from the sale of garbage tags, it will not fully offset the additional collection costs associated with the green bin program as provided in the approved budget.

Purpose

To amend the Fees and Charges By-law to allow the Public Works Department to sell additional green bins and in-house organic collection containers (kitchen catchers) to the public, charge for all blue boxes, and to allow for the sale of garbage tags for additional items over the 3 bag limit.

Background - Analysis and Options

On March 21, 2005, Council approved the “Greening Vaughan waste strategy. The second phase of this strategy will begin this Fall with the City starting to deliver green bins and in-house organic collection containers (kitchen catchers) in October. Each single family dwelling unit that receives municipal waste collection services will be provided with one green bin and one in-house organic container (kitchen catcher). It is anticipated that those households with large families, or with young children in diapers, may wish to purchase an additional green bin or in-house container from the City.

As part of the second phase of Greening Vaughan, residents will also be required to purchase tags for placement on any item set out for collection that is above the 3 item limit. These tags will be sold at \$1 per tag, and will be sold in sheets of ten at various City-owned facilities.

Also included in the Greening Vaughan recommendations was that: *“the City implement a full cost recovery fee for all new, stolen, or lost blue boxes and green bins effective Tuesday, October 31, 2006.”*

In order to implement Council’s previous direction to sell additional green bins, in-house organic containers, and garbage tags to the public, Schedule “L” of the By-law No. 396-2002, as amended, must be changed to include these items, as follows:

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Item	Fee or Charge
Green bin	\$20
In house organic container	\$6
Garbage Tags (per sheet of 10)	\$10
Blue Boxes	\$6

In order to allow the sale of green bins and blue boxes, as well as garbage tags for \$1 for each item over the 3 item limit, staff have advertised these changes to the fees in accordance with Notice By-law 394-2002, and the amending by-law will be brought forward to the September 25 Council meeting for approval.

Notice for the amendment to the Fees was given on August 27, 2006.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision, specifically Vaughan Vision A-1 "Promote Excellence in the Delivery of Core Services".

Conclusion

The proposed amendments to the Fees and Charges By-law will allow the City to sell additional green bins and in-house organic collection containers to the public, allow for the sale of the garbage tags to residents who have waste in excess of the 3 item limit, and comply with Council's previous direction to implement a cost recovery for blue boxes and green bins.

Attachments

N/A

Report prepared by:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 25, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

25

CT-06-05 SUPPLY AND DELIVERY OF BULK SODIUM CHLORIDE

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

Recommendation

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

1. That the pricing submitted by Sifto Canada through the Region of York for co-operative tender CT-06-05 be accepted, for the supply and delivery of sodium chloride (winter road salt) for the 2006-2007, 2007-2008 winter seasons, plus any approved extension period;
2. That in accordance with the City's purchasing policy, the City continue its test ClearLane Enhanced De-icer, an alternate deicing material from Cargill Deicing Technology, for use in a portion of the City; and
3. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The approved 2006 Operating Budget provides \$1,861,000 for the purchase of winter de-icing materials, of which \$520,942 has been spent. This leaves \$1,340,058 for the Public Works Department to stockpile sodium chloride (winter road salt) and other de-icing materials, to start the 2006-2007 winter season.

Based on the remaining funds in the 2006 Operating Budget account for salt purchases, approximately 19,400 tonnes of both winter road salt material from Sifto Canada and Cargill Deicing Technologies can be obtained without exceeding the line item amount. This number of tonnes would suffice to fill the domes prior to the start of the winter season to ensure the City can respond to winter storm events.

Purpose

The purpose of this report is to award the co-operative tender CT-06-05 for the supply and delivery of bulk sodium chloride (highway Coarse Rock Salt) to Sifto Canada Ltd. and to approve the continued use of the alternative deicing material ClearLane, supplied by Cargill Technology.

Background - Analysis and Options

In 2005-2006, over 14,280 tonnes of sodium chloride was used to maintain the east portion of the City's road and sidewalk network. In addition, over 9,952.57 tonnes of ClearLane (an alternative de-icing material), was used to maintain the road and sidewalk network in the west portion of the City. The total amount of material used was just over 24,232.63 tonnes.

The City has 4 salt storage domes, with an approximate total capacity of 24,000 tonnes. Salt storage domes are normally filled to capacity to start the winter season. This allows the City to obtain the best possible price for the de-icing materials, and provides assurance that should a number of early storms hit, there is sufficient material available. The domes are replenished throughout the winter season as the need arises.

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Bulk Sodium Chloride

On April 27th, 2006 Bid call CT06-05 Supply and Delivery of Sodium Chloride was advertised on Bid Navigator, by The Town of Newmarket on behalf of the York Public Buyers Co-operative.

The Contract is for 2 years (2006-2007 and 2007-2008 winter season), plus a one year additional extension (2008-2009). Bidders were to give a price for the supply and delivery of bulk sodium chloride (winter road salt) per year as well as an early fill price for purchases made prior to November 15th of every start of the winter season.

The Bid closed on May 11th, 2006 and two (2) bids were received. Sifto Canada provided an early fill price for supply and delivery of bulk sodium chloride, allowing a discount of \$2.00 for product shipped between September 1st to November 15th of each season. While Canadian Salt Co. Ltd. provided no discount for the early fill rate, Public Works will be taking advantage of purchasing salt from Sifto Canada at an early fill rate of \$59.67 thus achieving an approximate cost savings of \$28,560.00, based on the required quantity to start our winter season. Following are the bid results:

Bidder	2006/2007 Supply & Delivery \$/Tonne (excluding taxes)	2006/2007 Early Fill \$/Tonne (excluding taxes)	2007/2008 Early Fill \$/Tonne (excluding taxes)	2008/2009 Early Fill \$/Tonne (excluding taxes)
Sifto Canada Ltd.	\$61.67	\$59.67	59.67	63.37
Canadian Salt Co. Ltd.	\$66.54	\$66.54	66.54	71.99

In accordance with the recommendations made by the City's Operational and Compliance Auditor, this tender required, *"that the supplier be responsible for the loading and weighing of sodium chloride on a suitable government certified weigh scale to determine net weight measurement."* As such, Public Works staff will be making arrangements to spot check tractor-trailer loads for weigh ticket accuracy to ensure the City receives the amount of material they are being billed for.

Use of Alternative De-icing Materials

For the past four winter seasons (2002-2003, 2003-2004, 2004-2005, 2005-2006) the City has used both, sodium chloride (straight rock salt) and a modified salt product call "ClearLane", to maintain its roads during winter storms. Salt has been used in the east portion of the City, while ClearLane has been used in the west portion of the City.

ClearLane was chosen as an experimental de-icing agent due to its ease of use (pre-mixed), environmental benefits, its ability to provide de-icing abilities at temperatures lower than that of straight salt, and the fact that the residue is left to promote quick melting of subsequent snow/ice. Last year, a newer version of the ClearLane product was used (ClearLane Enhanced De-icer), with very good results. However, with the additional benefits come additional costs. The following table outlines the 2005-2006 price per tone costs comparing ClearLane to straight salt.

Material	Cost per Tonne (excluding taxes)
Salt	\$59.67 (early fill rate)
ClearLane Enhanced Deicer	\$67.77

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There is a difference in the price per tonne comparing ClearLane to salt. However, since ClearLane can be applied at spread rates that are less than salt, the cost per lane kilometer of roadway maintained is similar. The following table outlines the costs, and uses the 20% differential in spread rates used for the past four winter seasons.

Cost per lane kilometer for ClearLane vs Straight Salt		
Material	Spread Rate Per Lane Km	Cost/km
Salt	130kg/km	\$7.75
ClearLane Enhanced Deicer	104kg/km	\$7.05

As this will be the first full season using the new “Enhanced” version of the ClearLane product, it is not recommended that it be the sole deicing product used by the City. Having two de-icing material suppliers ensures that should there be a delivery issue mid-winter, de-icing materials can be obtained. This was an issue in the past, when severe storms have depleted the City’s supplies earlier than anticipated, and deliveries were not able to be made in a timely fashion.

Staff are also investigating the use of the ClearLane product in other areas of the City, and will make every effort to do test it in areas of Maple and Thornhill this winter.

Although the ClearLane products have been used for the past 4 winter seasons, and ClearLane Enhanced De-icer is recommended for the 2006-2007 winter season, staff have sought out and reviewed other alternative deicing materials. Based on cost comparisons to date, the ClearLane products are the most economical, and require no changes to the City’s or contractors’ fleet, or its operations. However, in accordance with our Salt Management Plan, staff will continue to seek out and evaluate other alternative de-icing materials to determine their overall effectiveness and cost, and report further to Council with any recommended changes for future de-icing practices.

Relationship to Vaughan Vision 2007

The recommendations contained in this report are consistent with the priorities previously set by Council, and are in accordance with Vaughan Vision A-2 “Promote Community Health, Safety, & Wellness”, as well as A-3 “Safeguard Our Environment”.

Conclusion

Based on the Co-operative tender results, it is recommended that the price submitted by Sifto Canada through the Region of York for the supply and delivery of bulk sodium chloride for the 2006-2007 and 2007-2008 winter season be approved, and that in accordance with the City’s purchasing policy, and Salt Management Policy, ClearLane Enhanced Deicer continue to be used in a portion of the City.

Attachments

N/A

Report prepared by:

Tina Di Biase,
Technical Co-ordinator

CITY OF VAUGHAN

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Item 26, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

26

APPOINTMENT OF EXTERNAL AUDITORS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City's Audit Selection Team, dated September 18, 2006:

Recommendation

The City's Audit Selection Team in consultation with the Commissioner of Finance & Corporate Services, and the Director of Purchasing Services recommends:

- 1) That the provision for external Auditing Services to the City of Vaughan, Vaughan Public Library Board, Vaughan Business Corporations and the Kleinburg Business Improvement Area, commencing with the 2006 audit, be awarded to the firm of KPMG LLP, for a period of five (5) years based on both fees and technical qualifications as outlined in their response to the City's Request for Proposal (RFP) for External Auditing Services;
- 2) That the Vaughan Non-Profit Housing Corporation be advised of the results of the RFP, Council's recommendation and that to maintain a cost effective audit that the Board also appoint KPMG LLP as their external auditors; and
- 3) That the Mayor and City Clerk be authorized to sign the necessary documents.

Economic Impact

The total cost of the external auditing services for 2006 for all entities is \$102,396 including GST, 2007 would be billed at the same rate and any increase in the remainder of the contract will be limited to CPI, capped at 5%.

Purpose

To seek an external auditing firm for a period of 5 years, to perform auditing services for the City of Vaughan, Vaughan Public Library Board, Kleinburg Business Improvement Area, the Vaughan Non-Profit Housing Corporation and Vaughan Business Corporations.

Background – Analysis and Options

In July, a Request for Proposal (RFP) for External Auditing Services was issued. The City of Vaughan is a fast growing and urban municipality which is governed by an ever increasingly complex legislative environment. As a result the city requires an auditing firm large enough to provide an efficient/cost effective audit and the expertise to provide a wide range of support services. The RFP for Auditing Services is for the City Vaughan including, Vaughan Public Library Board, Kleinburg Business Improvement Area, Vaughan Non-Profit Housing Corporation and Vaughan Business Corporations.

Legislation requires that the City, under Section 296 of the Municipal Act, RSO 2001 appoint an auditor licensed under the Public Accounting Act.

The Bid Process

The request for proposal for auditing services includes two components, a Technical Bid and a Fee Bid. The respective weighting was 70 points for the Technical portion and 30 points for the Fee portion. This approach permitted the audit selection team to evaluate the firms based not

.../2

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only on price but on technical qualifications, audit approach, advisory abilities, and other criteria. The evaluation criteria and the assignment of points was provided in the bid document to all bidders. This method of selection allowed the Audit Selection team to objectively determine the most suitable firm for the City of Vaughan. The Audit Selection Team was comprised of Finance staff and the City's Operational and Compliance Auditor supported by Purchasing staff.

The audit proposal was developed so that information provided from each firm would be consistent and sufficient to allow for a comprehensive assessment. The points for the evaluation have been awarded so that the City in its final decision will receive competitive pricing and an effective and efficient audit service. The Technical Bid evaluated a firm and its staff on experience, audit approach and other value added components. The Fee Bid awarded points for the total cost to the City over 2006 & 2007.

Evaluation Results

The Request for Proposal for auditing services was forwarded to six auditing firms. Four out of six firms submitted a response, two firms did not respond, two (2) firms who responded were disqualified. The two remaining auditing firms were evaluated by the audit selection team with the top firm being awarded the highest combination of points for both the Technical and Fee portion of the bid:

KPMG LLP	87.5 points
Deloitte & Touche LLP	79.0 points

The firm of KPMG LLP ranked first with a combined top point score of 87.5.

KPMG LLP serves over 20 cities, towns and regions throughout Ontario, library boards, business improvement areas, and other local governmental agencies including Hydro companies and their affiliates. In addition to auditing and account services, KPMG provides consulting and auditing services in a wide range of areas such as operational/management reviews, comprehensive auditing, taxation, etc.

The term of the appointment is five (5) years, with the first two years at a fixed fee and the remaining three years, based on the Consumer Price Index (CPI), capped at 5%.

Relationship to Vaughan Vision 2007

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

Conclusion

Based on the RFP's submissions as reviewed by the audit selection team, the audit engagement be awarded to KPMG LLP.

Attachments

None

Report prepared by:

Barry E. Jackson, ext. 8272
Director of Financial Services

CITY OF VAUGHAN

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Item 27, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

27

2006 MUNICIPAL ELECTION ADVANCE VOTE DATES AND TIMES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk and Returning Officer, dated September 18, 2006:

Recommendation

The City Clerk and Returning Officer recommends:

That a by-law be enacted to establish the following advance vote dates and times of voting for the 2006 municipal election:

Saturday, November 4, 2006	-	10:00 am to 6:00 pm
Sunday, November 5, 2006	-	10:00 am to 6:00 pm
Monday, November 6, 2006	-	10:00 am to 8:00 pm
Tuesday, November 7, 2006	-	10:00 am to 8:00 pm
Wednesday, November 8, 2006	-	10:00 am to 8:00 pm
Thursday, November 9, 2006	-	10:00 am to 8:00 pm

Economic Impact

Funds from the Election Reserve will be used for this purpose.

Purpose

To establish dates and time for advance votes for the 2006 municipal election.

Background - Analysis and Options

At a recent Committee of the Whole (Working Session) meeting Council expressed a desire to hold more advance vote days with at least one day where the polls are open until 8:00 pm. Vaughan's long standing practice has been to hold advance vote days on the Saturday, Sunday and Wednesday prior to voting day. Staff are recommending advance vote days for the upcoming election be held Saturday, November 4th to Thursday, November 9th inclusive, with polls closing at 6:00 pm on the weekend and 8:00 pm on weekdays.

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 Municipal Elections Act, 1996 requires that at least 30 days prior to voting day, Council enact a by-law establishing one or more dates for an advance vote and the hours during which voting places shall be open on that date(s).

The increase in the number of advance vote days and the 8:00 pm close of polls on weekdays will provide further opportunity for electors to vote in the 2006 municipal election. It is anticipated that the additional advance vote days will result in an increase in voter turn out.

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Attachments

N/A

Report prepared by:

John D. Leach, City Clerk and Returning Officer

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Item 28, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

28

**PROCLAMATION REQUEST –
CHILD CARE WORKER & EARLY CHILDHOOD EDUCATOR APPRECIATION DAY**

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

Recommendation

The City Clerk recommends:

- 1) That October 25, 2006 be proclaimed as “Child Care Worker & Early Childhood Educator Appreciation Day”; and
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

Economic Impact

N/A

Purpose

To respond to the request received from the President, Ontario Coalition for Better Child Care (OCBCC) and the President, Ontario Division of Canadian Union of Public Employees (CUPE).

Background - Analysis and Options

The correspondence received from the President, Ontario Coalition for Better Child Care (OCBCC) and the President, Ontario Division of Canadian Union of Public Employees (CUPE), dated August 24, 2006 is attached (Attachment #1).

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

The President, Ontario Coalition for Better Child Care (OCBCC) and the President, Ontario Division of Canadian Union of Public Employees (CUPE) have requested the City publicize this proclamation to allow the community to recognize the influence, dedication and commitment of child care workers to children and their families. The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events – Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamation.

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.

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Conclusion

Staff is recommending October 25, 2006 be proclaimed as “Child Care Worker & Early Childhood Educator Appreciation Day” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

Attachment #1 - Correspondence from the President, Ontario Coalition for Better Child Care (OCBCC) and the President, Ontario Division of Canadian Union of Public Employees, dated August 24, 2006

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 29, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

29

**ZONING BY-LAW AMENDMENT FILE Z.03.054
CANADIAN NATIONAL RAILWAY COMPANY
(Referred from the Council meeting of April 10, 2006)**

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of April 16, 2007, in accordance with the request contained in the written submission of Mr. Andrew E. Salem, Fraser Milner Casgrain LLP, 1 First Canadian Place, 100 King Street West, Toronto, M5X 1B2, dated August 30, 2006.

Recommendation

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

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of September 18, 2006, in accordance with the request contained in the written submission of Mr. Andrew E. Salem, Fraser Milner Casgrain LLP, 1 First Canadian Place, 100 King Street West, Toronto, M5X 1B2, dated March 1, 2006.

Council, at its meeting of October 17, 2005, adopted the following:

That this matter be referred to the Committee of the Whole meeting of April 3, 2006, in accordance with the request contained in the written submission of Mr. Andrew E. Salem, Fraser Milner Casgrain LLP, 1 First Canadian Place, 100 King Street West, Toronto, M5X 1B2, dated September 16, 2005, and the memorandum from the Commissioner of Planning, dated September 21, 2005.

Council, at its meeting of June 15, 2005, adopted the following:

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

Report of the Commissioner of Planning dated June 8, 2005

Recommendation

The Commissioner of Planning recommends:

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

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

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Economic Impact

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

Purpose

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

Background - Analysis and Options

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

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

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

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

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

Official Plan

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

The adjacent land use designations are "Prestige Area" along Regional Road #7 and Highway #407, and "Employment Area General" in the interior, consistent with the locations of the proposed zoning as shown on Attachment #2. The proposed rezoning of the lands abutting Regional Road #7 (3.79ha) and Highway #407 (0.99) to EM1 Prestige Employment Area Zone and the remaining interior lands to EM2 General Employment Area Zone would implement the

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land use designations in OPA #450 and conform to the Official Plan. The subject lands are not of sufficient size, nor are there any need for public roads to traverse through the property, to warrant the preparation of a Block Plan.

Zoning

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

Land Use/Compatibility

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

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

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

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

Region of York

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

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

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

Ministry of Transportation (MTO)

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

Relationship to Vaughan Vision 2007

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

Conclusion

Staff has reviewed the proposed Zoning By-Law Amendment application in accordance with the policies of OPA #450, the requirements of By-Law 1-88, and the area context. Staff is satisfied that the proposed rezoning of the subject lands from EM4 Employment Area Transportation Zone along Regional Road #7 and Highway #407 to EM1 Prestige Employment Area Zone, and the remaining interior lands to EM2 General Employment Area Zone, is appropriate and compatible with the surrounding employment and railway development, and in conformity with the Official Plan.

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

Attachments

1. Location Map
2. Recommended Zoning
3. Written submission dated June 7, 2005
4. Written submission dated September 16, 2005
5. Memorandum dated September 21, 2005

Report prepared by:

Christina Napoli, Planner I, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
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.)

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Item 30, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

30

SIGN VARIANCE APPLICATION

FILE NO: SV.06-019

OWNER: 1633805 ONTARIO INC./VINNIE GAMBINIS/HASSAM MONIAH

LOCATION: 3255 RUTHERFORD ROAD, BUILDING 'F'

BLOCK 1, REGISTERED PLAN 65M-3696

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated September 18, 2006:

Recommendation

That Sign Variance Application SV.06-019, 1633805 Ontario Inc./Vinnie Gambinis/Hassam Moniah, be APPROVED, subject to removal of the banner sign.

Economic Impact

None.

Purpose

Request to install 4 wall signs on the subject building 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.

Relationship to Vaughan Vision 2007

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

Conclusion

The By-law permits only those wall signs approved on the site plan agreement. The applicant is proposing to install wall signs on the existing building as shown on the attached drawings. Upon approval of the sign variance by Council a Sign Permit issued by the Building Standards Department is required.

Attachments

1. Site Plan
2. Sketches of Signs

Report prepared by:

John Studdy
Manager of Customer & Administrative Services

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/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.)

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Item 31, Report No. 43, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on September 25, 2006, was dealt with by approving:

That this matter be referred to a future Committee of the Whole meeting for further discussion with the applicant, staff and the Ward Councillor;

That the memorandum from Councillor Yeung Racco, dated September 25, 2006, be received; and

That the written submission from Mr. Jim Paul, Burlington Signs, 1229 Advance Road, #2, Burlington, L7M 1G7, dated September 22, 2006, be received.

31

SIGN VARIANCE APPLICATION

FILE NO: SV.06-020

OWNER: SHIPLAKE INVESTMENTS RUTHERFORD LTD.

LOCATION: 9200 BATHURST STREET, LOT NO. 15, CONCESSION 2

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Sign Variance Committee, dated September 18, 2006, be approved; and**
- 2) That the written submission of Mr. Jim Paul, Burlington Signs National, dated September 18, 2006, be received.**

Recommendation

That Sign Variance Application SV.06-020, Shiplake Investments Rutherford Ltd., be REFUSED, as the proposal constitutes visual clutter and a negative precedence and the applicant has sufficient exposure on the pylon sign at the location.

Economic Impact

None.

Purpose

The tenant in Building "A" is requesting to install a wall sign located at the north and east sides of Building "C" 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.
- 6.1 (i) Except as may otherwise be permitted in this by-law, the maximum number of signs that may be erected shall be one (1) only of the following sign types per exterior wall per business premises:
 - (a) wall sign

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Relationship to Vaughan Vision 2007

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

Conclusion

The By-law permits only one wall sign per business premise. The tenant from Building "A" is proposing to install a wall sign onto Building "C" as shown on the attached drawings. Upon approval of the sign variance by Council a Sign Permit issued by the Building Standards Department is required.

Attachments

1. Site Plan
2. Sketch of Sign

Report prepared by:

John Studdy
Manager of Customer & Administrative Services

/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.)

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Item 32, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

32

**SITE DEVELOPMENT FILE DA.06.046
1493130 ONTARIO LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.06.046 (1493130 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, 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) all requirements of the Ministry of Transportation Ontario shall be satisfied.

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 the development of four additional buildings on the existing movie theatre site (Colossus) as follows:

Building "A2"	(retail)	590m ²
Building "A3 and Unit A4"	(multi-unit retail and eating establishment with patio)	648m ²
Building "A5"	(eating establishment with patio)	918m ²
Building "A6"	(eating establishment)	650m ²
Total Proposed Building Area		2,806m ²

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Background - Analysis and Options

The 7.7ha site is developed with a 10,506m² movie theatre as shown on Attachment #2, and is located at the southwest corner of Highway #400 and Regional Road #7 (3555 Regional Road #7), in Part of Lot 5, Concession 5, City of Vaughan.

The subject lands are designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan) and zoned C10 Corporate District Zone by By-law 1-88 and further subject to Exception 9(989). The surrounding land uses are as follows:

- North - Regional Road 7; existing commercial (C2 General Commercial Zone and C10 Corporate District Zone)
- South - Colossus Drive; existing commercial (C10 Corporate District Zone)
- East - Highway 400
- West - Famous Avenue; existing commercial (C10 Corporate District Zone)

Official Plan

The subject lands are designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan), which provides opportunities for land uses that require visual exposure, good vehicular accessibility and large development sites that are characterized by high design standards. The proposed two additional retail and two additional eating establishment buildings conform to the "Corporate Centre District" policies of OPA #500.

Zoning

The subject lands are zoned C10 Corporate District Zone by By-law 1-88 and further subject to Exception 9(989), which permits the proposed retail and eating establishment uses. The site plan shown on Attachment #2 has been reviewed in accordance with the C10 Corporate District Zone and complies in all respects with the by-law requirements.

Parking

The minimum required parking for the site is calculated as follows (* includes outdoor patio area):

Existing Movie Theatre: 11spaces/100m ² of GFA (10,506m ²)	= 1,156 spaces
Proposed Retail Building "A2": 6 spaces/100m ² of GFA (590m ²)	= 36 spaces
Proposed Retail Building "A3": 6 spaces/100m ² of GFA (418m ²)	= 25 spaces
*Proposed Eating Establishment "A4": 16 spaces/100m ² of GFA (230m ²)	= 37 spaces
*Proposed Eating Establishment "A5": 16 spaces/100m ² of GFA (918m ²)	= 147 spaces
Proposed Eating Establishment "A6": 16 spaces/100m ² of GFA (650m ²)	= 104 spaces
Total Parking Required	= 1,505 spaces
Zoning By-law Exception Allowing 25% Parking Reduction	(-) 376 spaces
Minimum Parking Required	=1,129 spaces
Total Parking Provided	=1,200 spaces

The Owner is proposing 1,200 parking spaces to serve the existing theatre and the proposed additional retail and eating establishment buildings. The By-law allows a 25% reduction to the parking requirement for development of the overall lands in conjunction with the Colossus Theatre on the site. As a result, there would be a surplus of 71 spaces.

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Site Development

The site plan (Attachment #2) shows the existing theatre in the centre of the site with the proposed buildings clustered at the northwest and southwest corners, respectively. Four accesses serve the site, consisting of two full-movement accesses on Colossus Drive, with the remaining full movement and right-in/right-out accesses on Famous Avenue. Vehicular circulation and parking is provided around the existing theatre and the proposed buildings. Landscaping and pedestrian walkways are also proposed around the perimeter of the site with connections to Colossus Drive and Famous Avenue. The final site plan will be approved to the satisfaction of the Development Planning Department.

Building Elevations

Building “A2” (Retail) will be constructed to a height of 7.9m, with an architectural feature above the main entry on the south elevation increasing the height to 9.7m (Attachment #3). The building materials consist of beige stucco, red concrete block, and lower level clear glass windows with awnings above.

Building “A3 (Retail) and Unit “A4” (Eating Establishment) will be constructed to a height of 6.7m with architectural features above the three main entries on the east elevation increasing the height to 8.2m. The building materials consist of beige stucco and brick, red concrete block at the base of the building with lower level clear glass windows on the north, south and east elevations and spandrel glazing on the west elevation. The patio is located on the south elevation.

Building “A5” (Eating Establishment) will be constructed to a height of 6.5m, with a portion of the roof increasing the height to 7.9m (Attachment #5). The building materials consist of dark gray stone, black granite tile, beige stucco and glazed windows. The primary façade is located on the west elevation facing Famous Avenue with the patio surrounding the southeast corner of the building.

Building “A6” (Eating Establishment) will be constructed to a height of 5.5m with an architectural feature above the west entry increasing the height to 8.2m (Attachment #6). The building materials consist of salmon coloured stucco and concrete block that is trimmed with a red roof and clear glass windows.

The final elevation plans shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The landscape plan (Attachment #7) shows a variety of deciduous and coniferous trees and shrubs along the perimeter of the site. Concrete pedestrian walkways surround the proposed buildings with connections to Colossus Drive and Famous Avenue. The final landscape plan shall be approved to the satisfaction of the Development Planning Department.

Region of York

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

Ministry of Transportation Ontario (MTO)

Given the proximity of the proposed development to the Highway #400 ramps, MTO approvals and permits shall be required/obtained.

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Services/Utilities

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 Development Planning Department has reviewed the proposed Site Development Application in accordance with the policies of the Official Plan and the requirements of the Zoning By-law, and the area context, and is satisfied that the proposed additional retail and eating establishment buildings will facilitate an appropriate development of the site, within the Corporate Centre. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions in this report.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan (Building "A2")
4. Elevation Plan (Building "A3 and Unit "A4")
5. Elevation Plan (Building "A5")
6. Elevation Plan (Building "A6")
7. 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

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Item 33, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

33

SITE DEVELOPMENT FILE DA.06.070
MAJORWEST DEVELOPMENT CORPORATION

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 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.06.070 (Majorwest Development Corporation) BE APPROVED.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to facilitate the development of two multi-unit retail/commercial buildings, shown as Buildings "B" and "G" on Attachment #2, and having gross floor areas of approximately 265m² and 483m², respectively.

Background - Analysis and Options

The subject lands shown on Attachment #1, are located on the southeast corner of Weston Road and Major Mackenzie Drive, being Part of Lots 20 and 21, Concession 5, and municipally known as 3737 Major Mackenzie Drive, City of Vaughan.

The subject lands are designated "Vellore Village South East Tertiary Plan Area" by OPA #649, which was approved by the Ontario Municipal Board on November 19, 2003. The subject lands are zoned C5 Community Commercial Zone by By-law 1-88, subject to Exception 9(1019A). The proposed use conforms to the Official Plan and complies with the Zoning By-law in all respects.

The subject lands are developed with an existing commercial development consisting of a supermarket and a drug store connected by a multi-unit building and two freestanding bank buildings as shown on Attachment #2. The existing commercial development is subject to a site plan agreement (File DA.02.022), which was registered on July 12, 2005 and includes an approved site plan for the subject lands, which incorporates building footprints for both of the proposed buildings as shown on Attachment #3, and elevations only for Building "B". The Owner is proposing to change the approved elevations for Building "B". A clause is included in the site plan agreement requiring that the elevations for Building "G" be approved by Council through a subsequent site plan application.

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The surrounding land uses are:

- North - Major Mackenzie Drive; vacant land (A agricultural Zone and C5(H) Community Commercial Zone with the addition of the Holding Symbol “H”)
- South - street townhouse dwellings (RVM1(WS-A) Residential Urban Village Multiple Dwelling Zone One)
- East - Starling Boulevard; street townhouse dwellings (RVM1(WS-A) Residential Urban Village Multiple Dwelling Zone One), vacant land (C1(H) General Commercial Zone with the addition of the Holding Symbol “H”)
- West - Weston Road; vacant land (A Agricultural Zone)

Site Plan

The proposed location of Buildings “B” and “G” as shown on Attachment #2 is consistent with the approved site plan for the subject lands shown on Attachment #3, however the footprint for each building has been slightly modified. The setbacks for Building “G” from Major Mackenzie Drive and Starling Boulevard have been changed from approximately 4.5m and 4.55m to 3.5m and 10.5m, respectively. The number of parking spaces on the site has been reduced from 578 on the approved site plan to 566, however, this still exceeds the minimum parking requirement of 475 spaces for the subject lands. The proposed changes to the footprints for Buildings “B” and “G” are minor in nature, and accordingly, is supported by the Development Planning Department.

It is noted that the site plan shown on Attachment #2 does not incorporate several of the landscaping features (i.e. interlock, planting, etc.) approved throughout the site as part of the original site plan approval. The Owner is required to install all landscaping features in accordance with the approved and executed site plan agreement.

Building Elevations

The proposed elevations for Building “B” are shown on Attachment #4. Building “B” will be a multi-unit building constructed to a main height of approximately 5.4m and the roof-top mechanical equipment will be screened from street view. The material colours consist of earth tone coloured stucco and face brick, natural stone veneer, glazing and a copper painted metal fascia. Entry doors to the units are shown on the west (Weston Road) and east (parking lot) elevations. Tenant signage is proposed along the west and east elevations of the proposed building and is comprised of individual metal edged illuminated lettering located above a copper painted fascia. A proposed man door is shown on the west elevation facing Weston Road, which should be either upgraded or relocated to a less visible location.

The proposed elevations for Building “G” are shown on Attachment #5. Building “G” is comprised of the same building materials as Building “B” and will be constructed to a main building height of approximately 5.4m. Tenant signage is comprised of individual illuminated metal edged letters located on the painted copper fascia that wraps around the building. The main entry doors to the units face west (parking lot), however substantial glazing in the form of clear glass windows is provided on the north, south and east elevations. A decorative structure comprised of natural stone and stucco is provided at the southeast corner of the building.

The architectural style and materials proposed for both buildings is consistent with and will complement the existing buildings on the subject lands. Accordingly, the Development Planning Department can support the proposed building elevations.

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 is satisfied with the proposed elevations for Buildings ‘B’ and ‘G’ as shown on Attachments #4 and #5, respectively.

Attachments

1. Location Map
2. Site Plan Buildings ‘B’ and ‘G’ (Proposed)
3. Approved Site Plan
4. Proposed Elevations – Building ‘B’
5. Proposed Elevations – Building ‘G’

Report prepared by:

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

/CM

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

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Item 34, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

34

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-05V08
9000 KEELE STREET INC.**

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

Recommendation

The Commissioner of Planning recommends:

THAT Draft Plan of Condominium File 19CDM-05V08 (9000 Keele Street 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 on the subject lands shown on Attachment #2 consisting of four multi-unit employment buildings with a total gross floor area of 11,554.60m², 203 parking spaces, and a total of 189 units (Attachment #3), as follows:

Building "A" (employment)	8 units
Building "B" (employment)	2 units
Building "C" (employment)	3 units
Building "D" (Ground Floor)	86 units (storage)
Building "D" (Second Floor)	90 units (storage)
Total	189 units

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the west side of Keele Street, south of Rutherford Road (9000 Keele Street), in Part of Lot 14, Concession 4, City of Vaughan. The surrounding land uses are as follows:

- North – existing employment area (EM1 Prestige Employment Area Zone)
- South – existing employment area (EM1 Prestige Employment Area Zone)
- East – Keele Street; open space valley (OS1 Open Space Conservation Zone)
- West – Canadian National Freight Classification Yard (EM4 Employment Area Transportation Zone)

Site Development

The 2.33ha site has 179m frontage on Keele Street and a depth of 130m. The site is currently developed with three buildings ("A", "B", and "C"), with Building "D" to be constructed in the very near future. The site has three accesses consisting of one right-in/right-out access on Keele Street and two full-movement accesses via a private driveway located along the south property line. The three irregular shaped buildings are located on the east side of the site, two of which face Keele Street, with the remaining building facing the private driveway. The applicant is in the process of applying for a building permit for Building "D", which will be located in the westerly

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portion of the site, and consist of public storage units. A total of 203 parking spaces will serve the entire property, including 6 spaces for disabled persons. A total of 8 loading doors are provided for Units 9-13, which are screened from the view of Keele Street.

The draft plan of condominium is in accordance with the approved Site Plan (File DA.04.058), as shown on Attachment #4. The implementing site plan agreement was registered on April 28, 2006.

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 in all respects to the Official Plan.

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, which permits employment uses. The draft plan of condominium complies in all respects with the provisions of By-law 1-88.

Relationship to Vaughan Vision 2007

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

Conclusion

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
4. Approved Site 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.)

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Item 35, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

35

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

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.063 (2748355 Canada Inc.) BE APPROVED, subject to the following conditions:

- a) that the building elevations for the front elevation (south) be revised to provide additional articulation to the main entrance area, to the satisfaction of the Development Planning Department.
- b) 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) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
 - iii) the Owner shall demonstrate, to the satisfaction of the Development Planning Department and the York Region Rapid Transit Corporation, that the public transit alignment (subway/subsurface alignment) shown on the site plan (Attachment #2), reflects the alignment recommended in the "Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements Environmental Assessment" and provides for the northward extension of the alignment from the lands to the south; and
 - iv) the Owner shall dedicate to the City, the lands necessary for the Higher Order Transitway Corridor as shown on Schedule "B2" of OPA #529, free of all costs and encumbrances; or, the Owner shall enter into the Option Agreement outlined in Schedule "B" of the Minutes of Settlement dated July 10, 2000 between 2748355 Canada Inc. and the City, which will grant the City the option to purchase in fee simple, a sub-surface stratum of a portion of the subject lands for the purposes of a subway line.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to amend the site plan agreement on the applicant's overall lands as shown on Attachment #2, to permit an additional one-storey, 11,212.22m² industrial building as shown on Attachments #2 and #2a.

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Background - Analysis and Options

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

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

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

Official Plan

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

OPA #500 identifies a road network comprised of Regional Road 7/Avenue 7", arterial roads, collector roads, and local roads. The 26m future road allowance shown on the site plan between the proposed building to the west and the other building currently under construction to the east (Attachment #2) conforms to the approved road network outlined in OPA #500.

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

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

In accordance with OPA #529, construction of buildings or other structures requiring footings or other load bearing support will not be permitted to locate above the underground Public Transit right-of-way, however, surface parking, landscaping, and vehicular and pedestrian circulation will be permitted on the 23m right-of-way, as shown on Attachment #2. Prior to the execution of the site plan agreement, the Owner shall inform the City if they will be either dedicating the lands to the City that are necessary for the Higher Order Transitway Corridor as shown on Schedule "B2" of OPA #529, free of all costs and encumbrances; or, if they will be entering into the Option Agreement outlined in Schedule "B" of the Minutes of Settlement dated July 10, 2000, between 2748355 Canada Inc. and the City.

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Zoning

The subject lands (ie. the applicant's overall lands – a single parcel that has split-zoning) are zoned EM1 Prestige Employment Area Zone and C7 Service Commercial Zone, subject to Exception 9(957), as shown on Attachment #1, which permits the proposed employment use building. The site plan has been reviewed in accordance with the EM1 and C7 Zone requirements and Exception 9(957) and complies in all respects with By-law 1-88.

Site Design

The site plan (Attachment #2a) shows the irregular shaped industrial building, facing Interchange Way with two full movement accesses serving the site. Vehicular circulation and parking is provided around the entire building. Landscaping and pedestrian walkways are also proposed around the building with connections to Interchange Way and Jane Street via a side walk. The recessed loading area is located on the north elevation and will be screened from the view of Jane Street and the future road allowance on the east side. The future road allowance will remain sodded until the road is developed. The final site plan will be approved to the satisfaction of the Development Planning Department.

The proposal includes 186 parking spaces, which complies to the requirements of By-law 1-88.

Services/Utilities

The Owner has submitted a site grading and servicing plan and a stormwater management report, which has been approved to the satisfaction of the Engineering Department.

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

Landscaping

The landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs along Interchange Way. A concrete pedestrian walkway surrounds the building with connections to Interchange Way and Jane Street via a sidewalk. The final landscape plan will be approved to the satisfaction of the Development Planning Department.

Building Design

The proposed building elevations are shown on Attachment #3. The building will be constructed to a height of 9.4m and consists of blue glass and white precast panels. The primary façade is located on the south elevation facing Interchange Way and is designed with a double glass door entry, with alternating white precast panels and glass which wraps the east and west elevations. The loading doors on the north elevation are recessed, and are screened from the view of Jane Street, Interchange Way and the future road allowance. Also, all roof-top mechanical equipment will be screened from the view of all roads.

Staff will work with the applicant to provide an enhanced front elevation (south), specifically to provide for additional articulation to the main entrance area. The final building elevations will be approved to the satisfaction of the Development Planning Department.

Relationship to Vaughan Vision 2007

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

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Conclusion

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

Attachments

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

Report prepared by:

Christina Napoli, Planner, ext. 8384

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 36, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

36

**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 September 18, 2006:

Recommendation

The Commissioner of Planning recommends:

THAT the conditions of approval for proposed Draft Plan of Condominium 19CDM-06V04 (Tonlu Holdings Limited), dated June 19, 2006 be revised as detailed in the revised Schedule of Conditions attached to and forming part of this report.

Economic Impact

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

Purpose

Further to Council's approval of Draft Plan of Condominium File 19CDM-06V04 (Tonlu Holdings Limited), on June 26, 2006 the Owner's legal counsel has requested an additional condition of condominium approval for the Draft Plan of Condominium to be considered by Vaughan Council regarding the provision for a reciprocal easement over "Golden Spruce Lane", shown as Area 'A' on Attachment #2, which was not specifically included in the Committee of the Whole report, dated June 19, 2006, specifically Attachment #1 to Item #63, Report #37 respecting "Conditions of Approval".

Background - Analysis and Options

The subject lands shown on Attachment #1 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.

On June 26, 2006, Council adopted the Committee of the Whole report dated June 19, 2006 that approved Draft Plan of Condominium File 19CDM-06V04 (Tonlu Holdings Limited) with conditions. The Owner's legal counsel has reviewed the Condominium Act, 1998, specifically Section 20(1) which permits a reciprocal easement (Area 'A' – Golden Spruce Lane), as shown on Attachment #2, to be created through the condominium declaration as a condition of condominium approval. Subsequently, Section 20(2) of the said Act requires that the approval authority (the Municipality) include the provisions for a reciprocal easement in the conditions of approval, which was not included in the Committee of the Whole report dated June 19, 2006, specifically Attachment #1 to Item #63, Report #37 respecting "Conditions of Approval". The provisions of the reciprocal easement were included in the related site plan agreement, which has been registered on title.

As a result of the wording in the Condominium Act, 1998, the previous "Conditions of Approval" are required to be amended to include the following condition of condominium approval:

- 3a. "The Owner shall grant an easement over the lands described as Part 24 on the Reference Plan 65R-29329 prepared by Donald E. Roberts Limited, Ontario Land Surveyors, Reference No. 93.3784-11 (attached hereto as Area 'A' on .../2

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Attachment #2) in favour of the Owner of the lands immediately to the west of the Owner's property, the "Adjoining Lands", in order to permit the Owners of the residential development being constructed on the Adjoining Lands, once same is completed, to use the private roadway on Part 24 for pedestrian and vehicular ingress and egress to and from Keele Street. Such easement may be created in accordance with the provisions of section 20(2)(b) of the *Condominium Act, 1998* by including this condition as an approval authority requirement in the Declaration creating the common elements condominium on the lands including Part 24. Such easement shall only take effect upon completion of a private roadway on the Adjoining Lands from the westerly end of Part 24 traveling westerly and southerly to Major Mackenzie Drive and the granting of an easement thereover in favour of the Owners from time to time of this development in order to create a continuous private road which can be used by owners of this development and the Adjoining Lands for ingress and egress to their respective properties from both Keele Street and Major Mackenzie Drive."

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 to the additional condition of approval for Draft Plan of Condominium File 19CDM-06V04 (Tonlu Holdings Limited), accordingly the conditions of approval should be revised in accordance with the attached Schedule of Conditions.

Attachments

1. Location Map
2. Council Approved Draft Plan of Condominium
3. Revised Conditions of Approval

Report prepared by:

Stephen Lue, Planner I, ext. 8210
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 37, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving the recommendation of the Commissioner of Economic/Technology Development and Communications, dated September 5, 2006; and

By receiving the memoranda from the Commissioner of Economic/Technology Development and Communications, dated September 22, 2006, and Councillor Yeung Racco, dated September 25, 2006.

37

**PROPOSED SIGNAGE FOR CNR BRIDGES
RCC MEDIA INC. AND THE CANADIAN NATIONAL RAILWAY COMPANY
(Referred from the Council Meeting of September 11, 2006)**

The Committee of the Whole recommends:

- 1) **That this matter be referred to the Council meeting of September 25, 2006 for staff to renegotiate Canadian National Railway Company's proposal and to review and identify additional potential locations; and**
- 2) **That the deputation of Mr. Ernie Longo, Canadian National Railway Company, be received.**

Recommendation

Council, at its meeting of September 11, 2006, adopted the following:

That this matter be referred to the Committee of the Whole meeting of September 18, 2006, to provide an opportunity for staff to address the concerns raised by Members of Council.

Report of the Commissioner of Economic/Technology Development and Communications dated September 5, 2006

Recommendation

The Commissioner of Economic/Technology Development and Communications in consultation with the Commissioner of Planning, and Legal Services Department recommends:

- 1) That the proposal by the Canadian National Railway Company ("CN") to erect, install and maintain signage on the CN overpasses be approved, subject to CN obtaining all necessary approvals from the Region of York, and CN's execution of a Licence Agreement with RCC Media Inc., which includes the terms and conditions set out in the Agreement to be entered between CN with the City of Vaughan; and
- 2) That a By-law be enacted to authorize the Mayor and the Clerk to execute an Agreement between the Canadian National Railway Company and The Corporation of the City of Vaughan, satisfactory to the Commissioner of Economic/Technology Development and Communications and the Commissioner of Legal and Administrative Services & City Solicitor.

Economic Impact

There is no economic impact to the City. Any additional custom signs will require monies that will be budgeted through the City's annual budget process.

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Purpose

To consider a proposal by the Canadian National Railway Company (hereafter referred to as “CN”) and RCC Media Inc., to permit City of Vaughan Logo and Special Events Signage and Third Party Advertising Signage on overpasses owned by CN at certain locations in the City of Vaughan.

Background - Analysis and Options

Previously, Council received a deputation from RCC Media Inc. on behalf of CN proposing Third Party Advertising Signage on CN overpasses. Together with the Third Party Advertising, the proposal also included portions of the Signage which would be made available to the City of Vaughan for its own use. Negotiations with the involved parties have taken place and a Draft Agreement has been prepared and can be recommended for approval by Staff.

DETAILS OF THE PROPOSAL

Location

The draft agreement proposes signage be placed on four (4) steel CN bridges located at the intersections of the main CN east/west rail line and Bathurst Street, Dufferin Street, Pine Valley Drive and Islington Avenue north of Steeles Avenue West.

The agreement further provides for signage to be placed on a concrete bridge where approvals are pending from CN and CN engineering. This bridge is located at the intersection of the CN east/west rail line and Jane Street just north of Steeles Avenue West.

Attached to this report as Appendix 1, is a plan showing the location of the subject overpasses.

Proposed Signage

The proposed signs will be of the banner sign type, made from a fabric material to be suspended between mounting assemblies, which will be attached directly to the overpasses.

It is further proposed that on each side of the subject overpasses, one sign will be split into two halves.

One half of the sign face will be the “City’s portion” and the other half will be the “Third-Party Advertising portion.” Of the City’s portion, one-third (1/3) would display the City’s official logo, with a small CN logo appearing in the bottom left hand corner. The other two-thirds (2/3) will be used by the City of Vaughan to advertise upcoming City of Vaughan events. This portion will be changed up to three (3) times per year to remain current. Vaughan will provide the art work for the City’s portion of the sign and the Licensee sign company will absorb all costs associated with preparation, installation and storage. The Agreement further proposes that additional signs may be purchased by the City without mark up or profit from the sign company.

On the other half of the sign face, the Licensee and CN will erect and maintain third-party advertising. The third-party advertising will be similar to advertising appearing on poster panels (Billboards) at various locations throughout the City. It should also be noted that any third-party advertising to appear on this portion of the sign face would be subject to CN’s advertising policies and to prior review and approval by City officials, to ensure to the extent possible that the third-party advertising is in good taste.

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Attached as Appendix 2 are enhanced photographs that illustrate typical examples of the proposed signage.

Compliance with City Sign By-laws and Other Approvals

As the proposed signs are to be located on CN property over Regional Roads, neither the City's Sign By-law 203-92, as amended, or the City's Public Property Sign By-law 178-2003 apply to these signs.

To ensure proper construction, the City will require the sign construction drawings to be submitted for approval. These drawings must be approved by a professional engineer and CN Engineering prior to being submitted to the Building Standards Department.

As the proposed signs are to be located on CN overpasses extending over Regional roads, the Region of York has been contacted by CN and RCC Media Inc. for their comments and conditions of approval.

Relationship to Vaughan Vision 2007

This report supports Vaughan's Vision Goal to Run our City with objectives that advance operational excellence of the operational process. This proposal is one vehicle in support of the Corporate Communications Strategy of ensuring the City communicates effectively by promoting and enhancing the City's image, and provide timely, accurate information to all stakeholders.

Conclusion

The proposal attempts to achieve a balance between the benefits of providing cost-effective advertising solutions with ensuring the City's communicates information to its citizens on upcoming community events.

Attachments

Appendix 1 Location Plan showing the location of each of the proposed overpasses
Appendix 2 Enhanced Photographs illustrating typical examples of the proposed signage

Report prepared by

Frank Miele, Commissioner of Economic/Technology Development and Communications
Leo Grellette, Director of Building Standards Department
John Studdy, Manager of Customer and Admin. Services, Building Standard Department
Carolyn Stobo, Solicitor/Special Services, Legal Services Department

(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 SEPTEMBER 25, 2006

Item 38, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

38

THE DEFACING OF PUBLIC SIGNS

(Referred from the Council meeting of September 11, 2006)

The Committee of the Whole recommends:

- 1) That the following recommendation contained in the additional report of Councillor Shefman, dated September 18, 2006, be approved:**
 - 1. That the City of Vaughan enact a bylaw that would make it illegal to deface either the front or back faces of public traffic, directional and any other sign, standard, pole, structure or street furniture placed by a municipal authority;**
 - 2. That defacing would be interpreted to include any form of defacing, marking, placing stickers, signs or any other object or mark. No sign, marking, etc., owned or placed by a municipal authority shall be interpreted as defacing;**
 - 3. That any sign placed by a resident for the purposes of a non-commercial weekend garage sale shall not be considering as defacing if it is placed no earlier than 12:00 noon of the Friday prior to the weekend and removed by 12:00 noon of the Monday following the weekend;**
 - 4. Any sign, sticker or object that defaces a public sign, standard, pole, structure or street furniture shall be declared abandoned trash and may be removed and discarded without notice;**
 - 5. Any citizen removing any sign, sticker or object that defaces a public sign, standard, pole, structure or street furniture as defined in this recommendation, shall do so at his or her own risk, and neither the City of Vaughan nor any other municipal authority or public utility shall be liable for damage, loss or injury due to such independent acts;**
 - 6. That any person seen defacing a public sign, etc. shall be issued a notice of infraction;**
 - 7. That the minimum fine for each infraction would be established at \$50;**
 - 8. That each incident of a defaced public traffic, directional and any other sign, standard, pole or structure placed by a municipal authority shall be considered an infraction;**
 - 9. That any information that may appear on the defaced public traffic, directional and any other sign, standard, pole or structure placed by a municipal authority, may be used as a means to identify the perpetrator and once identified, the perpetrator shall be served a notice of violation;**
 - 10. That upon being served a notice of infraction, if the perpetrator agrees to remove all incidents of City of Vaughan public signs, etc., being defaced and restoring those signs to a state acceptable to the City within a time period specified by the City, any notices of violation being imposed would be put in abeyance. If the perpetrator is then found to have violated the bylaw once again, the violation notices that had been put in abeyance shall be reimposed, along with any further fines resulting from the current violation; and**

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11. That a notice be affixed to all signs, stating that defacing of such signs is illegal and violators will be prosecuted; and
- 2) That the report of Councillor Shefman, dated September 5, 2006, be received.

Council, at its meeting of September 11, 2006, adopted the following:

That this matter be referred to the Committee of the Whole meeting of September 18, 2006.

Recommendation of the Committee of the Whole meeting of September 5, 2006:

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Shefman, dated September 5, 2006, be approved; and
- 2) That a notice be affixed to all signs, stating that defacing of such signs is illegal and violators will be prosecuted.

Report of Councillor Shefman dated September 5, 2006

Recommendation

Councillor Shefman recommends:

1. That the City of Vaughan enact a bylaw that would make it illegal to deface either the front or back faces of public traffic, directional and any other sign, standard, pole or structure placed by a municipal authority;
2. That defacing would be interpreted to include any form of defacing, marking, placing stickers or any other object or mark;
3. That any person seen defacing a public sign, etc. shall be issued a notice of infraction;
4. That the minimum fine for each infraction would be set at \$50;
5. That any information that may appear on the defaced public traffic, directional and any other sign, standard, pole or structure placed by a municipal authority, may be used as a means to identify the perpetrator and once identified, the perpetrator shall be served a notice of violation;
6. That each incident of a defaced public traffic, directional and any other sign, standard, pole or structure placed by a municipal authority shall be considered an infraction; and
7. That upon being served a notice of infraction, if the perpetrator agrees to remove all incidents of City of Vaughan public signs, etc., being defaced, restoring those signs to a state acceptable to the City, any notices of violation being imposed would be put in abeyance. If the perpetrator is then found to have violated the bylaw once again, the violation notices that had been put in abeyance shall be reimposed, along with any further fines resulting from the current violation.

Economic Impact

There is potential for added revenue as a result of infractions.

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Background – Analysis and Options

Directional, traffic and other signs in the City of Vaughan are being defaced primarily by what would seem to be commercial entities disregarding the important informational and safety aspects of municipal signage. Defacing of these signs may result in drivers being distracted, therefore leading to unsafe situations on our roads. This measure will work in concert with other initiatives taken by the City to address issues of the quality of our streetscapes.

Purpose

To develop a method to address the defacing of public informational signage and to improve the level of safety on our streets.

Relationship to Vaughan Vision

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

Conclusion

By implementing a bylaw to control the defacing of public signage, the City may improve traffic safety as well as rid our streetscapes of the proliferation of advertising materials.

Attachments

none

Report prepared by:

Debi Traub, Council Executive Assistant

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

39

The Committee of the Whole recommends:

- ## Recommendation

Economic Impact

Purpose

Background and Analysis

The Task Force has contacted several emergency agencies in York Region, including:

- As a result, the Task Force has identified the following:

- .../2

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- The shelter needs of domestic violence victims are not being adequately addressed, due to lack of funding that results in insufficient shelter spaces, and consequent waiting lists.
- Typically, York Region is especially under-resourced in terms of this vital social service, compared to nearby Regions, with two shelters (one in Aurora, and another in Georgina), while Peel Region has four, and Durham Region has five.
- Yellow Brick House has indicated an interest in operating any shelter spaces that may be developed in Vaughan.
- The problems with respect to shelter capacity are compounded by the lack of parallel services (i.e. affordable housing, outreach counselors, interpretation services, etc.).
- The consensus is that any shelter should be safe and secure, centrally located in Vaughan, in a confidential location, and with access to public transit (or, in the alternative, some volunteer-based transport service).
- Awareness of the existence of the Task Force has been spread by local and regional media reports, and resulted in indications of widespread interest in this matter.

The study goes well beyond identifying the need for a women's shelter in Vaughan. It projects expenses of approximately \$512,000 per annum for a fifteen-bed shelter and outreach counseling services, if operated by an existing agency. A spreadsheet is attached illustrating projected costs on a *pro forma* basis.

The solution would appear to be to have an existing agency operate a shelter funded by the Ministry of Community and Social Services, and the proceeds of autonomous fundraising, at a confidential location in the City of Vaughan.

In order to proceed to the next step, it is recommended that Council receive this report.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council by serving our citizens and promoting community safety, health and wellness.

Conclusion

As directed by Council, the Mayor's Task Force on Women's Shelter Needs has investigated the matter and has identified that the needs of the women of Vaughan are not adequately being met. A final report will be forthcoming in the new year.

Attachment

1. Spreadsheet of projected costs

Report prepared by

Gloria Hardychuk
Assistant 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 40, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

40 WALKWAY FROM MAJOR MACKENZIE DRIVE TO STATION STREET IN MAPLE

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

Recommendation

The Commissioner of Planning recommends:

THAT the following report BE RECEIVED for information purposes.

Economic Impact

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

Purpose

This report has been prepared to inform Council on the progress towards the design and construction of a pedestrian walkway access from the sidewalk on the north side of Major Mackenzie Drive to the southern end of Station Street in Maple.

Background - Analysis and Options

On May 8, 2006, Council adopted the following resolution:

“That staff be directed to enter into discussions with GO Transit Staff to request that they complete the design and construction of the stair access from Major Mackenzie Drive to Station Street (Maple GO Transit Station) to the satisfaction of the City.”

In 2003, GO Transit renovated the historic station located in the Village of Maple core area on Station Street, a north-south street approximately 0.5 kilometres east of Keele Street, as shown on Attachment #1. Station Street does not intersect Major Mackenzie Drive due to a 7m grade difference between the two streets. Pedestrian and vehicular access to the station is only possible on the east side of the railway as at-grade track crossings are not provided east to west in the area. Vehicular access to the station is by way of Hill Street from Major Mackenzie Drive; however, there is no formal pedestrian route from Major Mackenzie Drive to the station. Pedestrians have created a desire path from the sidewalk on the north side of Major Mackenzie Drive up a slope on the east side of the railway overpass to Station Street, which is the most direct route possible.

The Development Planning Department has successfully negotiated with GO Transit for it to undertake the design, construction and contract administration of the stair access from Major Mackenzie Drive to Station Street (Maple GO Transit Station). The cost of the project will be borne by Go Transit. To this end, GO Transit has hired Philips Engineering Ltd., which has prepared preliminary working drawings, as shown on Attachments #2 and #3.

At the request of Development Planning Department, GO Transit has agreed to co-ordinate the design of the staircase with the enhanced streetscape design work envisioned by the Council approved document “*Village of Maple Streetscape – A Master Landscape Plan & Design Study (April 2003)*” and in keeping with the heritage character of the Maple GO Station. The staircase will have Village of Maple-themed lamp standards, a trash receptacle, and decorative paving and railings.

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The anticipated construction completion of the stairs and related work is December 2006.

Relationship to Vaughan Vision 2007

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

Conclusion

This report provides Council with the status of the GO Transit-financed enhanced pedestrian staircase that will be integrated with the pedestrian system linking the GO Station to the Civic Centre.

Attachments

1. Location Map
2. Maple GO Station Concrete Stair Addition (Plan and Section)
3. Maple GO Station Concrete Stair Addition (Details)

Report prepared by:

Ted Radlak, Urban Designer, ext. 8237
Rob Bayley, Senior Urban Designer, ext. 8254
Grant Uyeyama, Manager of Development Planning, ext. 8635

/RB

(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. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated September 18, 2006; and

By receiving the memoranda from the Director of Legal Services, dated September 22, 2006, and from the Manager of Property Tax and Assessment, dated September 25, 2006.

41 AMALFI COURT - CONDOMINIUM CORPORATION

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of September 25, 2006, for a report on the particulars of the Letter of Credit; and**
- 2) That staff provide a comparative with other residential properties in the area as it relates to assessment and the taxes charged on those properties.**

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Director of Legal Services, and the Director of Building Standards recommends:

That the following report be received for information.

Economic Impact

There is no additional economic impact to the City, based on the current level of municipal services provided to this condominium corporation.

Purpose

To provide Council with information with respect to services currently provided to the Amalfi Court condominium corporation.

Background - Analysis and Options

Services Provided

At its meeting of September 11, 2006, Council approved a recommendation indicating that "The memorandum of the Manager, Property Tax and Assessment and Property Tax Supervisor, dated August, 16, 2006, submitted by Mayor Di Biase, be received and that staff be directed to bring forward a report to the Committee of the Whole meeting of September 18, 2006 addressing services provided, including snow removal, and the Letter of Credit balance."

Amalfi Court is a 7.5 meter wide street constructed under the terms of the Development Agreement, DA 99-006 (see Attachment No. 1 – Location Map). The development is a private Condominium Corporation.

In terms of road maintenance and snow removal services, the Site Plan Agreement stipulates the following in Sect. 15:

- e (i), "All snow removal and other maintenance services shall be the responsibility of the Owner/Condominium Corporation".

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- g), “Snow storage shall be included on site”.
- h), “On street parking shall not be permitted on the 7.5m road and purchasers shall be advised by the inclusion of a warning clause to this effect in all purchase and sale agreements”.
- i), “The road allowance shall remain as a private road”.

The City does not provide any salting, ploughing, or snow removal services to this, or other privately owned roads in the City. There are over 30 private streets in the City that do not receive municipal maintenance services. These include such streets as: Promenade Circle, Rotational Drive, Windflower Gate, Nova Star Drive, etc. The agreement for Amalfi Court indicates that winter road maintenance is the responsibility of the condominium corporation, and that the roadway is to remain as a private road.

As this development is all private property, the City does not maintain, or provide maintenance services to any underground infrastructure such as water mains, service connections, sewers, drains, etc., or above ground appurtenances, such as street lights, to this development. To do so, would incur potential liability on the City's behalf, and would set a precedent for requests to provide City services to all privately owned condominiums and industrial/commercial properties and streets in the City.

Letter of Credit Balance

Notices were sent to the Owner pursuant to the site plan agreement to correct deficiencies and no response was received. Accordingly, the Letter of Credit in the amount of \$60,000.00 was drawn upon on May 19, 2006. As provided in the site plan agreement, the funds are to be used to complete required works and restore any damage caused. To date, approximately \$18,000 has been paid for works required by the Engineering Department and an additional \$22,200 has been invoiced and will be paid for works required for site plan compliance. Staff are reviewing additional invoices for the remainder of works done. Funds remaining are in the amount of \$19,800.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision, specifically, A-5 “Plan and Manage Growth”.

Conclusion

The City currently provides waste collection services to this condominium corporation in accordance with the development agreement. To provide winter road maintenance, would set a precedent for requests to provide similar services to all private condominium corporations, as well as other commercial/industrial properties in the City.

The Letter of Credit balance is \$19,800, and staff are reviewing additional invoices.

Attachments

Location Map

Report prepared by:

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

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

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Item 42, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

42

WADE GATE – TRAFFIC CALMING MEASURES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to investigate the necessity and feasibility of installing speed humps along Wade Gate between the northern intersection of Brownridge Drive and the southern intersection of Brownridge Drive; and
2. That staff report their findings to a future Committee of the Whole meeting in December 2006.

Economic Impact

N/A

Purpose

To alleviate speeding along Wade Gate.

Background - Analysis and Options

Wade Gate is a secondary roadway that extends from Brownridge Drive to Centre Street. Currently, there are existing all-way stop controls located at the intersections of Wade Gate and the northern intersection of Brownridge Drive and Wade Gate and the southern intersection of Brownridge Drive.

Residents have contacted the Councillor's office, expressing concerns with speeding vehicular traffic on Wade Gate and requesting that traffic calming measures be investigated. Adding to the concern is that there is a park entrance on Wade Gate, as well as a church, making the area high in pedestrian traffic. Due to both the park and the church, vehicles often park on both sides of Wade Gate, making the roadway dangerous to both pedestrians and drivers when vehicles speed around the corner of Wade Gate between Keefer Court and Checker Court.

Additionally, as Wade Gate extends to Centre Street, several vehicles use Wade Gate as a short cut access from Dufferin Street to Centre Street, especially during peak traffic times.

Relationship to Vaughan Vision 2007

3.3.1 Implement effective traffic calming measures

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

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Conclusion

It is recommended that staff be directed to investigate the necessity and feasibility of installing speed humps along Wade Gate between the northern intersection of Brownridge Drive and the southern intersection of Brownridge Drive in order to address the ongoing safety concerns of area residents.

Attachments

N/A

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 43, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving the following contained in the written submission from Councillor Di Vona, dated September 25, 2006:

- “1. That this report be received;***
- 2. That the request for a fence height exemption for the front yard not be granted;***
- 3. That the final siting of the side yard fence be reviewed by staff taking into consideration those matters contained in this report and any other further matter they feel necessary;***
- 4. Should the applicant continue with the fence in accordance with the existing standards, the trees that about the front wall to the curbside be removed from the last 19 feet of the property;***
- 5. The applicant be requested to submit detailed drawings of the height and dimensions and location of the fence should they proceed with the erection of the fence;***
- 6. That staff prepare guidelines for Council and staff consideration for future fencing consideration including, but not restricted to, such matters as comparables, a requirement of a detailed site plan, and impact, if any, with neighbours (It should not be the responsibility for a member of Council, applicant, and residents to investigate the appropriateness of a request without knowing what is the exact application and why is an application being made? What comparables or supporting documentation exists?); and***
- 7. That staff formalize with Access Vaughan and other staff who is responsible for fence issues. (Previously, there was a fence review committee, and it no longer exists)”;*** and

By receiving the report of the Senior Manager of Enforcement Services, dated September 18, 2006.

43

**REQUEST FOR FENCE HEIGHT EXEMPTION
89 ROMEO CRESCENT, WOODBRIDGE - WARD 3**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of September 25, 2006, to provide an opportunity for the Ward Councillor to meet with the residents; and**
- 2) That the following deputations and petition be received:**
 - a) Ms. Domenica Popio, 93 Romeo Crescent, Woodbridge, L4L 7A2, and petition;**
 - b) Mr. Lou Vavaroutsos, 89 Romeo Crescent, Woodbridge, L4L 7A2; and**
 - c) Mr. Joe Isopo.**

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.

.../2

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Background - Analysis and Options

The owner of the above noted property is requesting an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-law 80-90 to permit the erection of a front yard fence.

The By-law permits a fence height of four feet in front yards. The applicant proposes to construct and install a fence in order to provide a feeling of safety and security. The proposed fence will range in height from 6' to 8' measured from grade.

The sides of the proposed fence will be of open construction at a height of 6'. The front yard fence will be 3'4" of concrete wall with 2'8" wrought iron fencing on top bringing the height to a total of 6'. The fence will be attached to 6'6" pillars across the front and the highest point of the proposed gate will be 8'.

This proposed fence will be set back 19 feet from the street curb and 4' from the side lot lines. (See Schedule "C")

The applicant travels due to business and is requesting an exemption to permit the existing fence as a means of additional security when away and to enhance the visual esthetics of the area.

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

Schedule "A" - Photographs of proposed fence
Schedule "B" - Site Plan
Schedule "C" - Fence Setback

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 SEPTEMBER 25, 2006

Item 44, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving that the fence height exemption be granted; and

By receiving the report of the Senior Manager of Enforcement Services, dated September 18, 2006.

44

**REQUEST FOR FENCE HEIGHT EXEMPTION
42 THEODORE PLACE, THORNHILL - WARD 5**

The Committee of the Whole recommends that this matter be referred to the Council meeting of September 25, 2006, to provide an opportunity for the Ward Councillor to meet with the residents.

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 has authorized Kevin Manuel of Kevin Manuel Architect Limited to act as their Agent with respect to a request for an exemption to the existing fence height restrictions pursuant to Section 3.5 of By-law 80-90 to permit the erection of a rear yard fence. The By-law permits a fence height of six feet.

The owners purchased the home with the existing fencing around an already installed inground pool. The existing fence ranges in height from 6'4" to 8'8" measured from grade. The interior side yard fencing measures 8'0". The rear yard fence measures 6'2" with both corners stepping up to 8'0". (See photos attached as Schedule "C").

The Applicant is requesting an exemption to permit the existing fence in order to maintain a sense of privacy for the homeowners and their family when using the swimming pool. The Applicant feels the increased fence height provides an additional degree of safety and security to the property by further deterring the public from entering the rear yard.

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

Schedule "A" - Letter of Authorization
Schedule "B" - Site Plan
Schedule "C" - Photographs of Existing Fence

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Item 44, CW Report No. 43 – 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.)

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Item 45, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving the following:

That the request for a fence height exemption be approved with the following conditions:

- 1. The applicant(s) agrees to comply with all provisions of By-Law 80-90 save and except as herein exempted;***
- 2. That all portions of the side yard fence on the east side of the property known as 88 Jeanne Drive which extend beyond the front of the building as it faces Jules Avenue are either:***
 - Reduced in height to four feet (4'); or***
 - Reduced to six feet (6') and moved to a line drawn across the front of the building as it faces Jules Avenue, as defined in Section 2.14, By-Law 80-90, as amended;***
- 3. That no portion of the side yard fence on the east side of the dwelling known as 88 Jeanne Drive, nor of the rear yard fence on the north side of the same dwelling exceed six feet, two inches (6' 2") from the finished grade as determined to the reasonable satisfaction of the Building Standards and/or Enforcement Services Departments of the City of Vaughan;***
- 4. That the side yard fence as presently existing on the west side of the dwelling known as 88 Jeanne Drive be exempt from the provisions of By-Law 80-90; and***
- 5. That all fences shall be constructed in a good and workman-like fashion and be maintained to the reasonable satisfaction of the Building Standards Department of the City of Vaughan; and***

By receiving the report of the Senior Manager of Enforcement Services, dated September 18, 2006.

Further, Council recommends:

That the City Manager appoint a Task Force composed of staff drawn from appropriate departments to review all fence-related by-laws, policies, protocols, etc., for the purpose of developing a comprehensive citizens' information package to address all issues which may arise from the building of a fence, including height-related issues, the maintenance of fences, and the enforcement of fence-related by-laws, such information to be presented in a non-technical, citizen-friendly manner, complete with sufficient diagrams and photographs to clarify these matters; and

That the information package be provided to Council no later than June 1, 2007.

45

**REQUEST FOR FENCE HEIGHT EXEMPTION
88 JEANNE DRIVE, WOODBRIDGE, WARD 2**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of September 25, 2006 to provide an opportunity for the Ward Councillor to meet with the residents; and**
- 2) That the following deputations, written submission, photographs and petition, be received:**

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- a) **Mr. Anthony Arrizza, 92 Jeanne Drive, Woodbridge, L4L 1X9, written submission dated September 17, 2006, photographs and petition;**
- b) **Mr. Sam Iantorno, 87 Jeanne Drive, Woodbridge, L4L 1X9;**
- c) **Ms. Cathy Talic, 87 Jeanne Drive, Woodbridge, L4L 1X9; and**
- d) **Ms. Maria Furlano, 88 Jeanne Drive, Woodbridge, L4L 1X9.**

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 erection of a front and rear yard fence. The By-law permits a fence height of four feet in front yards and six feet in rear yards. The applicant has constructed and installed a fence in order to provide a feeling of safety and security for his family.

The existing fence ranges in height from 6'1" to 6'9 1/2" measured from grade. The interior and exterior side yard fences protrude into the front yard and exceed the 4' maximum height requirement for fences in front yards. The exterior side yard fence does not impede or interfere with the site triangle.

The applicant is requesting an exemption to permit the existing fence in order to gain a sense of security when his children are in the yard.

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
Appendix "B" - Site Plan
Appendix "C" - Map

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 46, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving the following:

That staff provide assistance to the St. David Blues Basketball through existing programs and the necessary contacts in the business community to obtain sponsorship in order to make up the projected financial shortfall;

By approving the following additional resources contained in the memorandum from the Commissioner of Economic/Technology Development and Communications, dated September 22, 2006:

- ***Provision of a data base of businesses in Vaughan who may be interested in sponsorship of the "King of The Court Classic" basketball tournament.***
- ***Promotion of the event in the Economic/Technology Development Department Business Link newsletter.***
- ***Inclusion on the Vaughan tourism website with links to St. David Blues Basketball site.***
- ***Media release campaign through Corporate Communications to consumer and sports media pre and post event.***
- ***Listing of the "King of The Court Classic" basketball tournament in Vaughan tourism publications and tourism guides.***
- ***Assistance with dynamic packaging of this event.***
- ***Assist with event posting on York Tourism, Toronto Tourism and Ontario Tourism websites with link to St. David Blues Basketball site; and***

By receiving the report of the Commissioner of Community Services and the Director of Recreation and Culture, dated September 18, 2006.

46

ST. DAVID BLUES BASKETBALL

The Committee of the Whole recommends that this matter be referred to the Council meeting of September 25, 2006, for staff to provide additional information.

Recommendation

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

That this report be received for information.

Economic Impact

There is no economic impact related to this report as it is an information item.

Purpose

To provide Council with information on the costs associated with the St. David Blues Basketball Tournament, held at the Vellore Village Community Centre on the weekend of June 10th, 2006.

Background - Analysis and Options

At the Committee of the Whole meeting of September 5, 2006, following the deputation of Mr. Mauro DiVito of the St. David Blues Basketball Organization, Council requested that staff provide a report regarding the costs and services related to their King of the Court Basketball Tournament held at the Vellore Village Community Centre on the weekend of June 10th, 2006.

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The King of the Court Basketball Tournament held this past June was a highly successful event and expected to grow in the future. The event included 24 teams, 72 coaching staff and over 500 spectators resulting in many benefits to the community.

As part of the deputation, in addition to requesting Council's endorsement for this annual tournament, Mr. DiVito requested that the fees associated with the rental of the gyms and cafeteria at the Vellore Village Community Centre be waived and further that the group be allowed to sell concessions as part of their fundraising initiatives.

According to the package submitted by Mr. DiVito, the approximate expenses to host this tournament this past June were \$20,000 of which the facility rental fees accounted for \$2,613. Based on a discussion staff had with Mr. DiVito, he reported that revenues were approximately \$16,000, resulting in a net loss of \$4,000.

Recreation and Culture has sanctioned this group as a Community Service Organization (CSO), and they received the subsidized CSO rates approved by Council. On an ongoing basis numerous tournaments are hosted by other similarly sanctioned minor sports groups including soccer, baseball and hockey. In order to be fair and equitable, staff have consistently applied the Council approved rates.

Another option for reducing the rental rates is the grants program. Council could reduce permit fees by 50% through the City of Vaughan Council Grants Program. The following conditions would have to be met to qualify for this discount:

- 1) The event must be established as a fundraising event;
- 2) 50% of the reduced permits fees must be donated to a charity (preferably the Vaughan Health Care Centre);
- 3) Public acknowledgment of the discount must be made whenever possible.

Applying the above named grant program would translate to a savings of \$1,306.50 provided the organizers donate \$653.25 to a registered charity. The pre-discounted fees would be applied until the donation is validated by the charity through a receipt. This process would maintain the integrity of the rental rates approved by Council and all of the associated policies. Note: The dollar amounts stated above are based on the 2006 fees and are subject to change in 2007.

Although the St. David Blues Basketball group did not present this tournament as a fundraising event, staff did advise Mr. DiVito of the City of Vaughan Council Grants Program. Mr. DiVito advised that their board will review the particulars of this program and advise staff accordingly if they wish to pursue this option.

With respect to the selling of concessions, this past year the Vellore Village Community Centre concession stand was not in operation and as a result the St. David Blues Basketball group was allowed to have a barbeque on site. Since then the concession stand has been contracted out to a private operator and is now operational. Recognizing that the right of first refusal to sell at this site now rests with this operator, it is anticipated that the event organizers and operator will need to reach a mutual agreement so that both parties benefit.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and the necessary resources have not been allocated.

As identified in the Vaughan Vision 2007, it is a strategic priority to promote economic development and the Canadian King of the Court Bring It On In Vaughan tournament provides a positive impact to the city.

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Conclusion

The St. David's Basketball Tournament held this past June was a highly successful event that is expected to grow in the future. The event included 24 teams, 72 coaching staff and over 500 spectators resulting in many benefits to the local communities.

Staff will continue to work with the organizers to accommodate their requirements and to apply the approved rates unless otherwise directed by Council.

Attachments

None.

Report Prepared By

Mary Reali, Administration and Planning Manager, Ext 8234
Diane LaPointe-Kay, Director of Recreation and Culture, Ext 8117

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

47 COMMUNITY RELATIONS COMMITTEE ACCOMPLISHMENTS
2003 – 2006 TERM

- 1) That the recommendation contained in the following report of the Community Relations Committee, dated September 18, 2006, be approved; and
- 2) That the written submission of Mr. Gary Thompson, Chair, the Community Relations Committee, dated September 15, 2006, be received.

That the following report be received.

There is no economic impact associated with this report.

The purpose of this report is to provide Council with the accomplishments of the Community Relations Committee for the 2003 – 2006 Term.

Council approved that all non-statutory committees submit to Committee of the Whole a summary of its accomplishments over the three (3) year term, prior to the expiry of the term. The attached report contains a summary of the Community Relations Committee's accomplishments for the term.

This report is consistent with the priorities previously set by Council by serving our citizens and promoting community safety, health and wellness.

As directed by Council, the Community Relations Committee's accomplishments are attached for Council's information.

1. Community Relations Committee Accomplishments
2. Community Equity & Diversity Committee Proposed Workplan 2007 – 2014

G. Hardyckuk
Assistant City Clerk

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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 48, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

48

**SITE DEVELOPMENT FILE DA.06.075
GALCAT INVESTMENTS INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the building elevations for Site Development File DA.06.075 (Galcat Investments Inc.) as shown on Attachments #3 and #4, BE APPROVED, subject to additional articulation being provided to the warehouse and main entrance areas facing Highway #407 and Pine Valley Drive, 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 a Site Development Application on the subject lands shown on Attachment #1 to facilitate the development of two warehouse buildings on a 12.42 ha site as shown on Attachment #2. Building 'A' will be a 17,736.56m² warehouse building with a 3,966.1m² accessory office component to be occupied by Home Depot. This proposal will comprise Phase One of a two phase project which will eventually include a 14,470.51m² westerly warehouse addition (the elevations for both phases are shown on Attachment #3). Building 'B' will be a 21,905.1m² warehouse with a 4,197.84m² accessory office component to be occupied by PaperLinux, as shown on Attachment #4.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the east side of Pine Valley Drive and south of Highway #407, in Part of Lots 2 and 3, Concession 6, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area), as amended by OPA #630 and zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1237). The site plan proposes 760 parking spaces, whereas 705 spaces are required, which exceeds the minimum parking requirement of By-law 1-88 with a surplus of 55 parking spaces. The proposed use conforms to the Official Plan and complies with the Zoning By-law, however, variances to implement the development will be required for location of a loading space, and maximum driveway width. The Development Planning Department will continue to work with the Owner to address these variances, prior to any formal application being submitted to the Committee of Adjustment.

Building 'A' will be constructed to a height of 11.3m, as shown on Attachment #3. The roof-top mechanical equipment will be located above the office and will be screened from street view. The building materials will consist of white insulated concrete panels for the warehouse component,

.../2

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and blue spandrel glass for the office area located in the northwest corner of the building. An irregular pattern of blue coloured windows will be located above the double main entry doors for architectural treatment. Two horizontal blue accent bands span the middle portion of the building to break up the large massing of the warehouse component. Each façade has blue coloured man-doors for access into the warehouse. The south façade will have 3 overhead doors and 22 white coloured with blue trim shipping and receiving docks. In Phase 2, an additional 1 overhead door and 24 shipping and receiving docks, will be provided along the south façade, with 36 shipping and receiving doors to be provided along the east façade.

Building 'B' (Attachment #4) is similar to Building 'A' with the exception of the office component being located in the northeast corner of the building, and with blue glass spanning along the upper portion of the north façade facing Highway #407. There are 4 overhead doors and 32 shipping and receiving docks located on the west façade.

Given the scale of the two proposed buildings, and prominent and visible location adjacent to Highway #407 and Pine Valley Drive, the Development Planning Department has discussed with the applicant, the opportunity to provide additional articulation to break-up the large building mass, with the inclusion of more glass or windows along the warehouse portion of the buildings and an enlarged and animated entrance feature, on the facades facing these two roads. The Development Planning Department will work with the Owner to upgrade these facades, which they have agreed to undertake, to the satisfaction of the 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 is satisfied with the proposed building elevations, subject to the applicant providing additional articulation to the warehouse and main entrance areas facing Highway #407 and Pine Valley Drive, which they have agreed to undertake, to the satisfaction of the Department.

Attachments

1. Location Map
2. Site Plan
3. Elevations – Building 'A'
4. Elevations – Building 'B'

Report prepared by:

Andrea Seca Planner, ext. 8215
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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49

**STREET NAME APPROVAL
SITE DEVELOPMENT FILE DA.05.062
AMICA (THORNHILL) INC.**

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

Recommendation

The Commissioner of Planning recommends:

THAT the following street name for Site Development File DA.05.062 (Amica (Thornhill) Inc.), as shown on Attachment #2, BE APPROVED:

STREET

Street 'A'

PROPOSED NAME

Brighton Place

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 north side of Steeles Avenue West, east of Bathurst Street, in Lot 26, Concession 1, City of Vaughan.

The proposed street will be a private driveway providing access to an 8 storey, 162 unit condominium building and a 61 unit townhouse block.

The applicant has submitted a street name for approval. The Planning Department for the Region of York does not have any objection to the proposed name.

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 name for the subject development.

Attachments

1. Location Map
2. Consolidated Site Plan

Report prepared by:

Jack McAllister, Senior GIS Technician, ext. 8209
Grant Uyeyama, Manager of Development Planning, ext. 8635

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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 50, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

50 ISLINGTON AVENUE STREETSCAPE STUDY – VILLAGE OF KLEINBURG

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

Recommendation

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

1. THAT the proposed Terms of Reference appended to this report as Attachment No. 2, BE APPROVED; and
2. THAT the \$110,000.00 required to complete the study be referred to the 2007 Capital Budget deliberations.

Economic Impact

A total budget of \$110,000.00 is required to complete the study and should be referred to the 2007 Capital Budget deliberations.

Purpose

To obtain direction from Council to proceed with the “Islington Avenue Streetscape Study” for the subject lands shown on Attachments No. 1, on the basis of the Terms of Reference appended to this report as Attachment No. 2.

Background - Analysis and Options

On September 11, 2006, Council directed that a study be initiated by adopting the following recommendation:

“That Council direct the Planning Department to prepare a Terms of Reference for a Streetscape Master Plan Study for Islington Avenue in the Village of Kleinburg in accordance with the policies set forth in OPA 601 The Kleinburg-Nashville Community Plan and the Kleinburg-Nashville Heritage Conservation District Study and Plan.”

OPA No. 601 – Kleinburg-Nashville Community Plan contains multiple policies and references related to the need for a comprehensive streetscape study for “Islington Avenue” in the Village of Kleinburg. Specifically, Section 4.7.6.3 Islington Avenue states:

“In recognition of Islington Avenue as the primary entrance into Kleinburg and its importance as a public amenity area, a comprehensive streetscape design shall be developed for the public right-of-way of Islington Avenue and the McMichael Gallery, that incorporates the following features:

- traffic calming measures with particular attention to the intersection of Islington Avenue and Bindertwine Boulevard;
- a consistent landscaping treatment that effectively screens the rear yards of existing residential properties backing onto Islington Avenue;

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- landscaped boulevards on both sides of the street that incorporate public sidewalks, landscaping, pedestrian-scaled street lighting and other streetscape elements; and
- well-marked pedestrian crossing areas at identified locations.

In addition, the comprehensive streetscape design shall include the public right-of-way of Islington Avenue north of Nashville Road to Regional Road 27.”

The City’s commitment to improving and reinforcing the built form and heritage landscape of Kleinburg is further reinforced in Section 9.8 of the Kleinburg-Nashville Heritage Conservation District Plan. The Heritage Conservation Plan recommends that a streetscape plan should be prepared and identify items that should be considered during its preparation.

Advancing the Islington Avenue Streetscape Study will allow the proper design considerations to take place and integrate the planning and design objectives outlined in OPA 601 and Kleinburg-Nashville Heritage Conservation Plan.

Goals & Objectives

The purpose of the proposed Islington Avenue Streetscape Study is to:

- Prescribe the layout and Master Plan design of the streetscape and pedestrian system along both sides of Islington Avenue from Major Mackenzie Drive, north to Regional Road 27, and along Nashville Road from Regional Road 27 west to Islington Avenue, with an emphasis on establishing a high quality pedestrian precinct for the Village of Kleinburg;
- Prepare a detailed implementation strategy for the purposes of funding;
- Prepare streetscape design and tender documents for the construction of the streetscape elements for Islington Avenue from Major Mackenzie Drive, north to Regional Road 27.

Public Consultation Process

The Terms of Reference provides for a public consultation process, wherein City staff and consultants work closely with a Stakeholder Consultation Group (SCG) through a number of working meetings focused on urban design and streetscape issues relevant to the Islington Avenue corridor.

The main product of this process will be a development of a Master Streetscape Plan for Islington Avenue to be presented at a public Open House, followed by a Public Hearing late in 2007.

It is anticipated that the SCG will include residents from Kleinburg and representatives from Kleinburg and Area Ratepayers association (KARA). The SCG will also include representation from businesses and development interests in the vicinity of Islington Avenue from Major Mackenzie Drive, north to Regional Road 27, and the Kleinburg community. The meetings of the SCG will be open to anyone wishing to attend and inform themselves of the progress of the study.

Selection of Consultant

The Consultant Team will be chosen primarily based upon their demonstrated expertise in urban design, landscape architecture, engineering, and public consultation and facilitation.

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Study Time Schedule

The Study will be initiated in early 2007, following Council's approval of a consulting team to carry out the work plan, and is expected to require approximately nine months from the date of project initiation, and be completed by the end of 2007.

Relationship to Vaughan Vision 2007

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

Conclusion

In accordance with Council direction, the Development Planning Department has prepared a Terms of Reference for the Islington Avenue Streetscape Study in the Village of Kleinburg. The Streetscape Study will provide the City with the detailed design work related to the Islington Avenue streetscape and the pedestrian system from Major Mackenzie Drive, north to Regional Road 27. This work should be considered as the final piece in the overall integration of the Islington Avenue Link and the immediate interface of the Village of Kleinburg Commercial Core streetscape fabric.

The total budget of \$110,000.00 that is required to complete the study be deferred to the 2007 Capital Budget deliberations.

Attachments

1. Study Area Location Map
2. Terms of Reference

Report prepared by:

Rob Bayley, Senior Urban Designer, ext. 8254
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 51, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

51

2006 SUMMER HIATUS REPORT

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

Recommendation

The City Manager recommends:

That the following report, under the Authority of the City of Vaughan By-law 332-98, as amended (Hiatus By-law), be received.

Economic Impact

N/A

Purpose

The purpose of this staff report is to advise members of Council of those matters attended to by staff (City Manager) during Council's 2006 summer hiatus.

Background - Analysis and Options

By-law 332-98 provides authority for the execution of documents of an administrative nature by staff and/or the Mayor and Clerk, for certain matters during the hiatus of Council. Approvals made during the 2006 Summer Hiatus period are as follows:

1. T06-106
Approval – July 20, 2006
\$2,653,638.00 (plus GST)
Fermar Paving Limited.
2. T06-108
Approval – July 20, 2006
\$1,359,191.39 (plus GST)
Graham Bros. Construction Limited
3. T06-099
Approval – July 21, 2006
\$488,846.88 (plus GST)
D. Crupi & Sons Limited
4. T06-169
Approval – July 12, 2006
\$340,549.92 (includes GST)
Harper Ontario Truck Centres Inc. (Harper O.T.C.)
5. T06-112
Approval – July 26, 2006
\$1,519,025.22 (plus GST)
Pave-AI Limited

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6. CRFP05-02
Approval – July 24, 2006
Estimated \$360,000.00 excluding taxes, for a three year term
Basics Office Products

The above reports are provided to the Mayor and Members of Council only. However, a copy is on file in the office of the City Clerk for public viewing.

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 above tenders were awarded based on qualifications and low bid. This report, which outlines those tenders that were authorized under By-law 332-98, as amended, is provided to Council for their information.

Attachments - MAYOR AND MEMBERS OF COUNCIL ONLY

1. Staff Report – T06-106
2. Staff Report – T06-108
3. Staff Report - T06-099
4. Staff Report - T06-169
5. Staff Report – T06-112
6. Staff Report – CRFP05-02

The above reports are provided to the Mayor and Members of Council only. However, a copy is on file in the office of the City Clerk for public viewing.

Report prepared by:

Lorena Marcucci
Executive Assistant to the City Manager

(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. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

52

**AWARD OF TENDER T06-181
AHMADIYYA PARK**

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

Recommendation

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

1. That T06-181, AHMADIYYA PARK – PARK DEVELOPMENT be awarded to Pine Valley Enterprises Inc. for the amount of \$425,760.00 (excluding G.S.T.);
2. That a contingency allowance of 10% be approved, within which the Commissioner of Community Services is authorized to approve amendments to the contract; and
3. That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

Capital project #6066-0-06 – Ahmadiyya Park design and construction funding was approved in the 2006 capital budget. The annual operating cost of \$20,000.00 is required to maintain this park once completed.

Purpose

The purpose of this report is to seek approval to award tender T06-181 for the development of Ahmadiyya Park.

Background - Analysis and Options

The project is for the construction of Ahmadiyya Park located on Murray Farm Lane, in Maple. Capital project #6066-0-06 – Ahmadiyya Park design and construction funding was approved in the 2006 budget. Park features include the following in accordance with the master landscape plan: senior and junior play area, tennis court, basketball court, gazebo / shade structure, concrete, asphalt, and granular walkways; site furnishings; tree and shrub planting; sodding; seat walls and lighting. Provisional items including three (3) benches (including concrete pad), and one (1) trash receptacle (including concrete pad), are added to this contract. The proposed park components were developed through community consultation and were reviewed by the York Regional Police with regards to the principles of CPTED – Crime Prevention Through Environmental Design.

This tender was advertised in the Daily Commercial News and the Electronic Tender Network (ETN). Tenders were closed and publicly opened on Tuesday, September 12, 2006. Seven (7) bid documents were received. The bid results are as follows:

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<u>Contractor</u>	<u>Total Tendered Price (Base Bid excl. GST)</u>	<u>Total Provisional Items (excluding GST)</u>	<u>Total Tendered Price (incl. Provisional Items) (excluding GST)</u>
Pine Valley Enterprises	\$420,000.00	\$5,760.00	\$425,760.00
Gateman Milloy Inc.	\$424,771.53	\$8,191.85	\$432,963.38
S & F Excavating	\$538,950.00	\$8,559.50	\$547,509.50
Forest Contractors Ltd.	\$551,485.00	\$8,600.00	\$560,085.00
Zuron Construction Inc.	\$559,828.27	\$6,587.67	\$566,415.94
Tasis Construction Inc.	\$586,000.00	\$6,108.00	\$592,108.00
Dig-Con Construction	\$681,610.00	\$6,720.50	\$688,330.50

Relationship to Vaughan Vision 2007

Ahmadiyya Park development will provide facilities that promote a safe, livable, and sustainable parkland environment for the local community.

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

Conclusion

Parks Development and Purchasing Department staff have reviewed the bid submissions and have determined that the low bid contractor, Pine Valley Enterprises Inc., is deemed to meet the requirements of the contract.

Upon award of tender, this project will commence in the month of October 2006, weather permitting, and will be completed in the Summer of 2007.

Attachments

None

Report prepared by:

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

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Item 53, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

53

**ZONING BY-LAW AMENDMENT FILE Z.06.031
SITE DEVELOPMENT FILE DA.06.061
2056239 ONTARIO INC.
REPORT #P.2006.51**

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

Recommendation

The Commissioner of Planning recommends:

1. That Zoning By-law Amendment File Z.06.031 (2056239 Ontario Inc.) BE APPROVED, to rezone the subject lands shown on Attachment #1 from C8 Office Commercial Zone to EM3 Retail Warehouse Employment Area Zone; excluding the following EM3 uses; Building Supply Outlet, and Swimming Pool and Recreational Vehicle Leasing/Rental/Sales; and to permit Business and Professional Offices including for a Regulated Health Professional; and to permit the following exceptions to the EM3 Zone, to facilitate the development of the proposed site plan shown on Attachment #2.
 - a) a rear yard setback of 4.9m, whereas 12 is required;
 - b) a minimum of 649 parking spaces, whereas 663 spaces are required;
 - c) a maximum driveway width of 9m, whereas 7.5m is permitted; and
 - d) deem the north property line as the front lot line; and
2. THAT Site Development File DA.06.061 (2056239 Ontario Inc.) BE APPROVED, subject to the following:
 - a) That prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscaping plan and signage plan 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; and
 - iv) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.

Economic Impact

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

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Purpose

The Owner has submitted an application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #1 from C8 Office Commercial Zone to EM3 Retail Warehouse Employment Area Zone; excluding the following EM3 uses: Building Supply Outlet, and Swimming Pool and Recreational Vehicle Leasing/Rental/Sales; and, to permit Business and Professional Offices including for a Regulated Health Professional.

The Owner has also submitted a related Site Plan Application (Attachment #2) to facilitate the development of a four-storey office building at the northeast corner of the site, with two 2-storey multi-unit employment use buildings facing Regional Road #7 and Regional Road #27, respectively. The six single unit industrial buildings in the interior of the site are not subject to this application and will be developed at a future date.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the southwest corner of Regional Road #7 and Regional Road #27, in Part of Lot 5, Concession 9, City of Vaughan. The vacant 5.02ha site has 266m frontage on Regional Road #7 and 180m flankage on Regional Road #27.

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan), and zoned C8 Office Commercial Zone by By-law 1-88, subject to Exception 9(1013). The surrounding land uses are as follows:

- North - Regional Road #7; vacant/proposed commercial, File DA.06.031 (C7 Service Commercial Zone)
- South - approved multi-unit industrial building currently under construction, File DA.05.017 (EM3 Retail Warehouse Employment Area Zone)
- East - Regional Road #27; vacant (C8 Office Commercial Zone)
- West - Roybridge Gate; approved gas bar, File DA.05.066 (C7 Service Commercial Zone)

On May 26, 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. This notice indicated that the applicant had submitted an application to rezone from C8 Office Commercial Zone to EM3 Retail Warehouse Employment Area Zone, excluding the following EM3 uses: Building Supply Outlet, and Swimming Pool and Recreational Vehicle Leasing/Rental/Sales, and to permit the full range of C7 Service Commercial uses.

However, the applicant has since amended their application to remove the request for the full range of C7 Zone uses, and to add the use of a Business and Professional Office, including for Regulated Health Professionals. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report on June 19, 2006, and to forward a comprehensive report to a future Committee meeting was ratified by Council on June 26, 2006.

Official Plan

The subject lands are designated “Prestige Area” by OPA #450 (Employment Area Plan). This designation provides opportunities for uses that require high visual exposure, good accessibility and an attractive working environment, and permits a wide range of office, business and civic uses, where outside storage is not permitted. 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. The proposal to rezone from C8 Office Commercial

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Zone to EM3 Retail Warehouse Employment Area Zone would implement the “Prestige Area” policies of the Official Plan. The additional use of a Business and Professional Office, including a Regulated Health Professional, would implement the “Service Node” policies of the Official Plan.

Zoning

The site is zoned C8 Office Commercial Zone by By-law 1-88, subject to Exception 9(1013). The C8 Zone does not permit EM3 Retail Warehouse uses; employment uses and Business and Professional offices including regulated health professionals; therefore an amendment to the Zoning By-law is required. The proposed rezoning to EM3 would continue to permit the Office Building which is currently permitted by the C8 Zone however, the EM3 zone would permit a wide range of employment uses which would implement the “Prestige Area” and “Service Node” policies of the Official Plan and would be compatible and be consistent with the existing EM3 Zone lands to south and the C7 Zone lands to west of the site.

Although the EM3 Zone permits all uses in the EM1 Prestige Employment Area Zone, including a business and professional Office use, the EM1 Zone does not permit an office of a Regulated Health Professional to be associated with a Business and Professional Office, in light of the higher parking standard associated with medical offices, (i.e. 5 spaces/practitioner) in comparison to typical industrial uses, and therefore an amendment to the By-law to permit this use is being sought. The additional use of an office for a Regulated Health Professional is considered to be appropriate, given the proposed 4-storey office building that is being proposed on the site, and can therefore be supported, in light of the parking study that has been submitted by the applicant, and approved by the Engineering Department.

The applicant is proposing to delete the uses of a Building Supply Outlet, and Swimming Pool and Recreational Vehicle Leasing/Rental/Sales from the list of permitted uses in the EM3 Zone, as these are not conducive to the site, nor are such uses being sought. Accordingly, the Development Planning Department can support the deletion of these uses in the implementing zoning by-law, if the applications are approved. The proposed site plan was reviewed in accordance with the standards contained in By-law 1-88 and the EM3 Zone, and the following exceptions were identified as necessary to implement the site plan shown on Attachment #2:

	<u>Required</u>	<u>Provided</u>
Minimum Rear Yard Setback	12m	4.9m
Minimum Parking Spaces	663	649
Maximum Driveway Width	7.5m	9m

The proposed parking spaces, rear yard setback and minimum driveway width are satisfactory. A clause will be included in the implementing zoning by-law that will deem 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 necessary when the condominium application is considered.

Site Design

The 5.02ha site consists of two development phases as shown on Attachment #2. The first phase, which is the subject of this report, will comprise of a 4-storey office building and two 2-storey multi-unit building. The remaining 6 single use employment buildings will be developed during phase two at a future date.

The four storey office building is located at the northeast corner of the site facing both Regional Roads 27 and 7. A 24 unit and 17 unit employment use buildings flank the site facing Regional

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Road 7 and Regional Road 27, respectively. The site is served by one right-in/right-out access on Regional Road 27, and two full movement accesses on Roybridge Gate. Parking spaces are provided throughout the site. The final site plan shall be approved to the satisfaction of the Development Planning Department.

A new site plan application will be required to facilitate the development of the future Phase 2 area of the subject lands to ensure the provision of proper internal traffic circulation and parking, appropriate landscaping and urban design, and building massing that is complimentary to the adjacent development.

Building Design

The proposed building elevations for Buildings “A” and “C” (multi-unit employment use buildings) are shown on Attachments #3 and #5, respectively. Buildings “A” and “C” will be constructed to a height of 8m; however, a tiered roofline will increase the height of Building “C” to 9.6m. Both buildings will consist of white aggregate pre-cast panels and blue glazed windows. The primary façade and building entrances for Building “A” is located on the east elevation facing Regional Road #27, with Building “C” being the north elevation facing Regional Road #7. Both buildings are of similar design, with lower and upper level windows, framed in pre-cast panels and divided by a continuous sign box. The loading areas are located on the west and south elevations of Building “A” and “C”, respectively, and are screened from view of all streets.

The proposed elevation for Building “B” (four storey office building) is shown on Attachment #4. This building will be constructed to a height of 14.2m, and will consist of the same materials as Buildings “A” and “C”. It will be designed with blue glazed windows, separated by a continuous sign box between the first and second floors and white pre-cast panels between the remaining floors. The main entrances to the building will be located on the south and west elevations. Roof-top mechanical equipment will be screened from the view of all adjacent streets.

The final elevation plans shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The landscape plan (Attachment #6) shows a variety of deciduous and coniferous trees and shrubs within the 9m wide landscape strips abutting Regional Roads #7 and #27 and within the 3m wide landscape strip abutting Roybridge Gate. Additional planting is provided within the parking islands interior to the site. A concrete pedestrian walkway links each of the proposed buildings. The final landscape plan and details must be approved to the satisfaction of the Development Planning Department.

Parking

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

Phase 1:

Building “A” (multi-unit employment): 3.5 spaces/100m ² GFA (3591m ²)	= 126 spaces
Building “B” (four storey office): 3.5 spaces/100m ² GFA (3842.9m ²)	= 135 spaces
Building “C” (multi-unit employment): 3.5 spaces/100m ² GFA (7058m ²)	= 247 spaces
	508 spaces

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Phase II:

Building "D" (employment): 2 spaces/100m ² GFA (1305.9m ²)	= 27 spaces
Building "E" (employment): 2 spaces/100m ² GFA (1305.9m ²)	= 27 spaces
Building "F" (employment): 2 spaces/100m ² GFA (1305.9m ²)	= 27 spaces
Building "G" (employment): 2 spaces/100m ² GFA (1142.9m ²)	= 23 spaces
Building "H" (employment): 2 spaces/100m ² GFA (1142.9m ²)	= 23 spaces
Building "I" (employment): 2 spaces/100m ² GFA (1142.9m ²)	= 23 spaces
Total Second Floor for Buildings "D-I": 2 spaces/100m ² GFA (400m ²)	= <u>8 spaces</u> 158spaces

Total Parking Required for Phase I and II = 666 spaces

Total Parking Provided = 649 spaces

The Owner is proposing 649 parking spaces, whereas By-law 1-88 requires that 666 spaces be provided, resulting in a 17 space (2.5%) deficiency. The applicant has submitted a parking study that addresses the proposed parking reduction and demonstrates that the variety of uses permitted in the EM3 Zone including offices for Regulated Health Professionals (5 spaces/practioner) and Retail Warehouse (6 spaces/100m² GFA) will function at a ratio of 3.5 spaces/100m² of GFA for the Phase 1 development. The parking requirements for Phase 2 was also considered to ensure a comprehensive review of the parking on the overall site was undertaken. The parking study and on-site vehicular circulation is satisfactory to satisfaction of the Engineering Department.

Services/Utilities

The Owner has submitted a site grading and servicing plan, and a stormwater management report, and which must be approved to the satisfaction of the Engineering Department.

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

Region of York

The Region of York may request to be a party to the site development agreement given that the subject lands abut Regional Roads #7 and #27, with conditions of approval to be included in the implementing Agreement. As a condition of site plan approval, all requirements of the Region of York Transportation and Works Department must be satisfied.

Parkland Dedication

The Real Estate Department has indicated that if required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of the cash-in-lieu payment.

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 proposed Zoning By-law Amendment and Site Development Applications have been reviewed in accordance with the policies of OPA #450, the requirements of By-law 1-88 and the surrounding employment area context. The Development Planning Department is satisfied that the proposed rezoning from C8 Office Commercial Zone to EM3 Retail Warehouse Employment Area Zone, excluding the following EM3 uses: Building Supply Outlet and Swimming Pool and Recreational Vehicle Leasing/Rental/Sales, and to permit the additional use of a Business and Professional Office including for a Regulated Health Professional, is considered to be appropriate to facilitate the development of a four-storey office and two multi-unit employment use buildings. Accordingly, it is recommended that the applications be approved, subject to the conditions contained in this report.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan-Building "A" (Multi-Unit Retail Warehouse)
4. Elevation Plan-Building "B" (Office Building)
5. Elevation Plan-Building "C" (Multi-Unit Retail Warehouse)
6. 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.)

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Item 54, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By deleting Clause 1 of the Committee of the Whole recommendation;

By approving the following:

- 1. THAT Official Plan Amendment File OP.06.017 (Honeyvale Glade Estates Inc.) BE APPROVED, to amend OPA #600, to permit an automobile gas bar and car wash as additional uses in the "Medium Density Residential/Commercial" designation, on the subject lands shown on Attachment #1; and***
- 2. THAT Zoning By-law Amendment File Z.06.038 (Honeyvale Glade Estates Inc.) BE APPROVED, to amend By-law 1-88, for the subject lands shown on Attachment #1, to permit an automobile gas bar and car wash as additional uses in the C3 Local Commercial Zone, subject to a Holding Symbol "H" which would be lifted upon Council's approval of a site plan application. The implementing Zoning By-law would also prohibit the following uses:***
 - i) generation and storage of hazardous waste or liquid industrial waste;***
 - ii) underground and above ground storage tanks that are not equipped with an approved secondary contaminant device; and***
 - iii) storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990;***

By receiving the report of the Commissioner of Planning, dated September 18, 2006; and

By receiving the memorandum from the Commissioner of Planning, dated September 25, 2006.

**54 OFFICIAL PLAN AMENDMENT FILE OP.06.017
 ZONING BY-LAW AMENDMENT FILE Z.06.038
 HONEYVALE GLADE ESTATES INC.
 REPORT #P.2006.41**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That staff report back on the feasibility of passing a by-law with a holding provision; and**
- 3) That the deputation of Mr. Joran Weiner, 8700 Dufferin Street, Concord, L4K 1S1, on behalf of the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT Official Plan Amendment File OP.06.017 (Honeyvale Glade Estates Inc.) BE APPROVED, to amend OPA #600, to permit an automobile gas bar and car wash as additional uses in the "Medium Density Residential/Commercial" designation, on the subject lands shown on Attachment #1;**

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2. THAT Zoning By-law Amendment File Z.06.038 (Honeyvale Glade Estates Inc.) BE APPROVED, to amend By-law 1-88, to permit an automobile gas bar and car wash as additional uses in the C3 Local Commercial Zone, on the subject lands shown on Attachment #1; and
3. THAT the implementing Zoning By-law:
 - a) not be enacted until a Site Development Application is approved by Council; and,
 - b) prohibit the following uses:
 - i) generation and storage of hazardous waste or liquid industrial waste;
 - ii) underground and above ground storage tanks that are not equipped with an approved secondary contaminant device; and
 - iii) storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

Economic Impact

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

Purpose

The Owner has submitted the following applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment #1, specifically to:

1. Amend OPA #600 to permit an automobile gas bar and car wash as additional uses in the "Medium Density Residential/Commercial" designation; and,
2. Amend Zoning By-law 1-88 to permit an automobile gas bar and car wash as additional uses in the C3 Local Commercial Zone.

The Owner has submitted a preliminary site plan showing the proposed development of the subject lands, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, west of Dufferin Street, more specifically at the southwest corner of Major Mackenzie Drive and future Peter Rupert Avenue, within Planning Block 18 (approved Draft Plan of Subdivision 19T-03V15), in Part of Lot 20, Concession 3, City of Vaughan.

The rectangular-shaped 0.5ha site has road frontage of 60.2m on the south side of Major Mackenzie Drive, 82.1m on the east side of future Black Maple Crescent, and 79.1m on west side of future Peter Rupert Avenue, as shown on Attachment #1.

The subject lands were historically used for farming purposes and are flat, contain no significant vegetation, and are vacant. The surrounding land uses are as follows:

- North - Major Mackenzie Drive; vacant (M1(H) Restricted Industrial Zone with the Holding Symbol "H")
- South- future residential (RS1 Residential Semi-Detached Zone and RD4 Residential Detached Zone Four)
- East - Peter Rupert Avenue; future residential (RD3 Residential Detached Zone Three)
- West - Black Maple Crescent; future residential (RS1(H) and RS1 Residential Semi-Detached Zones)

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History

The lands subject to this application, being Block 38 on approved Draft Plan of Subdivision 19T-03V15 are part of a larger 5.66ha landholding owned by the applicant as shown on Attachment #3. Applications for draft plan of subdivision and rezoning (Files 19T-03V15 and Z.03.078) were approved by Vaughan Council on June 28, 2004, to permit low and medium density residential uses, a commercial block, elementary school and neighbourhood park uses. The implementing zoning by-law was subsequently enacted thereby rezoning the subject lands from A Agricultural Zone to C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1235).

Public Hearing

On May 5, 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, and those individuals requesting notification. Comments and petitions were received from future area residents and people in attendance at the Public Hearing meeting, primarily stating their concerns that the proposed development is not consistent with the future character of the area and will create noise, traffic and unwanted fumes from the proposed gas bar use.

The recommendation 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.

Land Use Status

Official Plan

a) Region of York

The subject lands are identified as "Urban Area" in the Region of York Official Plan, which permits a range of residential, commercial, employment and recreational uses. The proposed commercial use of the property conforms to the Regional Official Plan.

The Owner has submitted a request for exemption from Regional approval respecting the amendment to the Official Plan. In a letter dated May 19, 2006, the Region of York exempted the application from Regional approval, stating that the proposal is considered to be a routine matter of local significance, and can be approved by the City.

b) City - OPA #600

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600, and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The subject lands are further defined as "Local Commercial" within the approved Block 18 Plan, and are subject to the "Local Convenience Commercial" policies in OPA #600.

Local convenience commercial sites are permitted on arterial and primary streets, and preferably at corner locations, and are limited to 1,200m² gross floor area. The policies require the design, appearance and scale of local convenience commercial sites to be in harmony with the character of the surrounding residential uses.

Local convenience commercial sites provide convenience level shopping and personal services and include retail stores, personal service shops, offices and similar uses. Eating establishments, service stations, gas bars and mechanical car washes are not permitted. An amendment to the Official Plan is required to permit the additional uses of an automobile gas bar and car wash.

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OPA #600 sets out policies and criteria for evaluating development applications for automobile gas bars and car washes, including:

- Convenience retail uses may be permitted on the same site as an automobile gas bar, provided that such uses can be sensitively designed and integrated on the site, and in particular, be compatible with surrounding development;
- A noise study may be required for car washes on sites abutting residential areas;
- Outside storage shall be limited in the implementing zoning by-law;
- Lots intended to accommodate an automobile gas bar and other related uses shall be of appropriate shape as well as size. On-site landscaping suitable to mitigate undue impact upon adjacent lands, particularly residential neighbourhoods shall be provided;
- Gas bar sites shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands;
- The design, appearance and scale of gas bar sites shall be consistent with the existing and intended character of the surrounding community, with utmost consideration given to aesthetic design; and,
- Gas bar uses shall be encouraged to be designed and incorporated as part of larger building developments that can minimize possible negative visual impacts to surrounding lands (types of materials, colours, lighting and signage shall relate to the main buildings).

The appropriateness and compatibility of adding the proposed gas bar and car wash uses as permitted uses on the property will be reviewed in light of the above-noted policies and criteria in OPA #600, and addressed later in this report.

c) Oak Ridges Moraine Conservation Plan

The subject lands are located within the “Settlement Area” designation in OPA #604 (Oak Ridges Moraine Conservation Plan), and with the submission of the development applications after November 16, 2001, the applications are required to conform to the “Settlement Area” provisions of OPA #604. A conformity report was submitted to the Development Planning Department and indicated that a portion of the subject lands as shown on Attachment #4 are within “Areas of High Aquifer Vulnerability”. 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) Underground and above-ground storage tanks that are not equipped with an approved secondary containment device; and,
- iii) Storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.

An automobile gas bar and car wash uses are proposed for the subject lands that are within “Areas of High Aquifer Vulnerability” as shown on Attachment #4. The Owner has provided a letter certified by a Professional Engineer which demonstrates that a typical retail gas bar does not generate the storage of hazardous or liquid industrial wastes or stores contaminants listed in

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O.Reg 347 as prohibited by the Oak Ridges Moraine Conservation Plan. The Owner has also confirmed that the gas station can be constructed with a secondary containment device for the underground storage tanks. This satisfies the Development Planning Department for the Official Plan Amendment and Zoning By-law Amendment, however in order to carry forward these requirements into implementation, the amending by-law will also include the prohibited uses listed above.

Zoning

The subject lands are zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1235). The subject lands are part of a larger draft plan of subdivision and zoning amendment (Files 19T-03V15 and Z.03.078), which were approved by Council on June 28, 2004, permitting the additional uses of a bakery, eating establishment (including convenience or take-out), outdoor patio provided it is not located between a building and Residential Zone, and a veterinary clinic provided that all boarding of animals is within a wholly enclosed building. An amendment to the Zoning By-law is required to permit the additional uses of an automobile gas bar and car wash.

Zoning exceptions will likely be required to implement the proposal development. However, at this point in time, the site plan shown on Attachment #2 is preliminary in nature. In addition, the Development Planning Department recommends that the site plan design be reorganized as discussed later in this report. Accordingly, it is recommended that the Owner submit a Site Development Application for review by City Departments and external public agencies and approval by Council, prior to the implementing zoning by-law being enacted. The necessary zoning exceptions will be identified in the site plan report and included the implementing zoning by-law.

The Development Planning Department supports the proposed uses of a gas bar and car wash, subject to complying with the requirements of the Oak Ridges Moraine Conservation Plan.

Land Use

a) Block 18 Plan

The Block 18 Plan as shown on Attachment #5 was approved by Council on April 14, 2003, which identifies the subject lands as a local commercial site.

The Block 18 Plan provides for primarily low density residential development over most of the Block, with medium density development focused mainly along Major Mackenzie Drive, Dufferin Street and Rutherford Road. The Block contains one Neighbourhood Commercial site and three local convenience commercial sites. The Block Plan accommodates a total of 3826 dwelling units (2400 low density units, 870 medium density units and 556 high density residential units).

b) Automobile Gas Bar and Car Wash

Upon review of the Block 18 Plan and the surrounding area, there are few locations where an automobile gas bar and car wash uses currently exist or are designated or zoned within the Official Plan and Zoning By-law. Within OPA #600, these uses are permitted in "Neighbourhood Commercial" designations, subject to a site-specific amendment to the C4 Neighbourhood Commercial Zone in By-law 1-88. The southwest corner of Major Mackenzie Drive and Dufferin Street is currently designated "Neighbourhood Commercial", however, the zoning by-law does not permit an automobile gas bar or car wash uses.

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It should be noted that on the north side of Major Mackenzie Drive, just west of the subject lands, Council has approved a zoning application on the York Major lands for a similar mid-block proposal for an automobile gas bar and car wash, as shown on Attachment #1. A site plan has also been approved to permit a gas bar/car wash proposal on the northwest corner of Dufferin Street and Major Mackenzie Drive.

c) Preliminary Site Plan

While a formal site plan submission has not been filed, a conceptual site plan, as shown on Attachment #2, has been submitted to illustrate how the site could function with an automobile gas bar and car wash.

Based on the conceptual site plan, the current proposed location of the convenience store will be located adjacent to Major Mackenzie Drive with the drive-through starting at the northerly Peter Rupert Avenue access and heading north and then west in between the landscape strip and the convenience store abutting Major Mackenzie Drive. The parking for the convenience store as currently shown, would be located internal to the site.

The gas pump canopy would cover 12 gas pumps with the underground storage tanks to be located south of the canopy. The proposed car wash is shown on the west side of the site abutting Black Maple Crescent with the stacking lane abutting the south property line. One of the access points to the site is proposed on Major Mackenzie Drive, subject to the Region of York Transportation and Works Department's approval, with two accesses proposed from Peter Rupert Drive.

The preliminary site plan submitted by the Owner is only intended to illustrate how the site could be developed, as it is intended that one of the major oil companies will be formally submitting the site plan application with a different site design. It is recommended that the final site plan be redesigned to relocate the kiosk to the southerly portion of the site, facing Major Mackenzie Drive, with the car wash and gas pumps to be located in the northerly portion of the site. In addition, given the adjacent residential uses, it is expected that substantial landscaping and buffering will be provided along the west, east and south property lines. In addition, the building and canopy elevations must be designed to be compatible with the surrounding land uses with particular attention to architecture, building materials, signage and lighting. Accordingly, it is recommended that an implementing zoning by-law not be enacted until a Site Development Application is approved for the subject lands. A condition of approval has been included in this respect.

Compatibility

As noted earlier in this report, OPA #600 sets out policies and criteria for evaluating development applications for automobile gas bars, which do provide a useful framework to review the subject applications, as follows:

a) Proposed Land Use

OPA #600 permits convenience retail uses on the same site as an automobile gas bar, provided that such uses can be sensitively designed and integrated on the site, and in particular, be compatible with surrounding development. The current "Neighbourhood Commercial" designation would permit certain commercial uses on the subject lands, which in this case, would be in the form of a convenience retail store/gas bar kiosk. A Site Development Application must be submitted to facilitate the proposed development and will be reviewed in the context of this policy. As noted previously, it is recommended that the implementing Zoning By-law not be enacted until a Site Development Application is approved in order to address this policy.

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OPA #600 states that lots intended to accommodate an automobile gas bar and other related uses shall be of appropriate shape and size. The subject lands are rectangular in shape, and similar to other approved gas bar sites. The concept plan demonstrates that the site is of sufficient size to potentially accommodate the proposed uses.

b) Transportation Issues

Gas bar and service station sites shall be developed pursuant to an approved site plan which demonstrates proper site access, internal traffic circulation, adequate parking, substantial landscaped areas and appropriate urban design characteristics that will ensure compatibility with adjacent lands. The site plan will be reviewed by the Region of York Transportation and Works Department and the City's Engineering and Building Department's to ensure that all these requirements are met. In addition, a condition of approval has been included requiring approval of a Site Development Application, prior to the enactment of the implementing zoning by-law. This will ensure that these issues are satisfactorily addressed prior to final approval.

c) Building Design

OPA #600 requires that the design, appearance and scale of gas bar sites be consistent with the existing and intended character of the surrounding community, with utmost consideration given to the aesthetic design. The convenience store building and canopy elevations must meet the requirements of the Official Plan. These issues will be reviewed in greater detail through the Site Development process to ensure a compatible development.

d) Compatibility with Existing Development

Gas bar/service station uses are encouraged to be designed and incorporated as part of larger building developments that can minimize possible negative visual impacts to surrounding lands (types of materials, colours, lighting and signage shall relate to the main buildings). Although not part of a larger development, detailed design issues will be reviewed at the Site Development stage to ensure consistency with this policy.

In addition, on-site buffering and landscaping suitable to mitigate undue impact upon adjacent lands, is to be incorporated into the final design. A landscape plan is required to be submitted with the Site Development Application, and will be reviewed to ensure that appropriate landscaping is provided adjacent to the residential lots that abut the site.

A noise study will be required for the car wash and any recommendation to mitigate any noise will be incorporated into the final site plan. This requirement will be addressed at the site plan stage.

In the context of the planning policy regime established by the Official Plan, the proposed land use is considered to be appropriate for the subject lands and consistent with the policies therein, subject to the comments in this report respecting site design, landscaping/buffering, and building/canopy elevations.

Planning Consideration

The subject lands are currently vacant, and designated "Medium Density Residential/Commercial" and zoned C3 Local Commercial Zone, subject to Exception 9(1235), which does not permit the proposed automobile gas bar and car wash uses.

If approved, the existing Official Plan designation and zoning would remain, however, an exception would be provided to permit an automobile gas bar and car wash. The subject lands are located mid-block between Dufferin Street and the GO Rail Line, and flanks and abuts future

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residential uses. There are many examples in the City of Vaughan where a similar land use context exists, or where automobile gas bars and car washes are developed or planned in proximity to residential uses including:

- Southeast corner of Thornhill Woods Drive and Rutherford Road - a mid-block collector, abutting residential to the south and to the east. In addition, the existing automobile gas bar and car wash site is zoned C3 Local Commercial Zone with an exception;
- Pianora Holdings Corp., c/o Solmar Development Corporation – South of Teston Road, west of Jane Street; and Official Plan Amendment has been approved to permit an automobile gas bar in a “Medium Density Residential/Commercial” designation; the approved future automobile gas bar would abut future residential and will be zoned C3(H) Local Commercial Zone with the addition of the Holding Symbol “H”;
- Southwest corner of Islington Avenue and Gamble Street - the site abuts residential uses to the north, west, south and east, and is zoned C3 Local Commercial Zone; and,
- Northwest corner of Rutherford Road and Keele Street - an automobile gas bar site that is zoned C3 Local Commercial Zone, abutting residential to the west.

The development of automobile gas bars and car washes abutting residential uses can be accommodated, as demonstrated by the examples above, provided that appropriate attention is paid to site planning details including building location and design, landscaping and buffering, lighting, signage and site access. Accordingly, a condition of approval has been included requiring the submission and approval of a Site Development Application, prior to the area implementing zoning by-law being enacted. This will ensure that these issues are addressed.

Department/Agency Comments

Urban Design/Landscaping

The proposal is subject to the Architectural Control Guidelines and the Landscape Master Plan for Block 18. The Control Architect for Block 18, must review the formal site plan application.

Region of York

The Region of York Transportation and Works Department must review and approve the proposed access location and design on Major Mackenzie Drive, upon submission of the site plan application.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment applications to permit an Automobile Gas Bar and Car Wash on the subject lands. The applications are consistent with the Regional and City policy context. The Development Planning Department can support the proposed uses, provided these uses are developed in accordance with the site design and land use compatibility policies contained in OPA #600. In this respect, it is recommended that the implementing zoning by-law not be enacted until a Site Development Application has been submitted and approved by Council. In addition, the implementing zoning by-law will prohibit those uses not permitted in an “Area of High Aquifer Vulnerability” as discussed in this report.

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The site layout and building design, landscaping, fencing, noise and other site plan matters, will be reviewed at the site plan stage, and will ensure that the development of the site is compatible with the surrounding development and consistent with the intent of the commercial policies in OPA #600.

In light of the above, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications, subject to the comments and recommendations in this report.

Attachments

1. Location Map
2. Preliminary Site Plan
3. Draft Plan of Subdivision 19T-03V15
4. Oak Ridges Moraine – Area of High Aquifer Vulnerability
5. Block 18 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 55, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**ZONING BY-LAW AMENDMENT FILE Z.95.032
DRAFT PLAN OF SUBDIVISION FILE 19T-95098
KLEINBURG RESIDENTIAL ESTATES LTD.
REPORT #P.2005.34**

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

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.95.032 (Kleinburg Residential Estates Ltd.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 1 to 21 inclusive from A Agricultural Zone to RR(H) Rural Residential Zone with the Holding Symbol "(H)" to provide for 21 lots for detached dwelling units with minimum lot frontages of 30m for Lots 1 to 5 inclusive and 8 to 21 inclusive and minimum lot frontages of 25m for Lots 6 and 7, and minimum lot areas of 0.38h for Lots 1 to 21 inclusive and require that prior to the removal of the Holding Symbol "(H)", the Owner submit an application and receive approval for an amendment to the Official Plan to allow development on individual private wells on an interim basis, until municipal water supply can be provided;
 - b) rezone Block 22 from A Agricultural Zone to RR(H) Rural Residential Zone with the Holding Symbol "(H)" and require that prior to the removal of the Holding Symbol "(H)", that Block 22 be developed with the adjacent lands to the north and east and that water supply capacity shall be identified and allocated by the City;
 - c) rezone Block 23 from A Agricultural Zone to OS1 Open Space Conservation Zone to provide for a minimum 5m wide ecological buffer adjacent to the open space/valleyland;
 - d) rezone Block 24 from A Agricultural Zone to OS2 Open Space Park Zone to provide for a 9m wide walkway; and
 - e) include any necessary zoning exceptions that may be required to implement the approved Draft Plan of Subdivision.
2. THAT Draft Plan of Subdivision File 19T-95098 (Kleinburg Residential Estates Ltd.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report. The conditions of approval include specific conditions requiring the Owner to pre-construct the water distribution system and the individual internal lot connections and the requirement to decommission the private wells once the additional water supply capacity becomes available from the Kleinburg-Nashville Community Water System;
3. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-95098 (Kleinburg Residential Estates Ltd.), shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland

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equivalent to 5% 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;

4. THAT the following resolution with respect to the allocation of water supply capacity shall apply:

"IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision 19T-95098 (Kleinburg Residential Estates Ltd.) be allocated water supply capacity from the Kleinburg-Nashville Community Water System of the York Water Supply System, for a total of 21 residential units following the execution of a subdivision agreement to the satisfaction of the City, and subject to additional water supply capacity becoming available from the Kleinburg-Nashville Community Water System as confirmed by the Region of York"; and

5. THAT the Owner enter into an agreement with the City to be registered on title, indicating that Lots 1 to 21 inclusive and Block 22 in Draft Plan of Subdivision 19T-95098 (Kleinburg Residential Estates Ltd.), will not be offered for sale by the Owner or purchasers until the Holding "H" provision has been removed which is subject to an available potable water supply source being identified and approved.

Economic Impact

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

Purpose

The Owner has submitted applications for the subject lands shown on Attachment #2 as follows:

1. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RR(H) Rural Residential Zone with the Holding Symbol (H) Lots 1 to 21 inclusive;
 - RR(H) Rural Residential Zone with the Holding Symbol (H) for Block 22;
 - OS1 Open Space Conservation Zone for Block 23; and,
 - OS2 Open Space Park Zone for Block 24.
2. An application for Draft Plan of Subdivision approval for the subject lands shown on Attachment #3 consisting of the following:
 - 21 lots for single detached dwelling units with frontages ranging from 25m to 100.9m and lot areas ranging from 0.38ha to 0.54ha;
 - 1 block (0.56ha) to be developed with the adjacent lands to the north and east for future residential use;
 - 1 block (0.26ha) for a 5m wide open space buffer; and,
 - 1 block (0.07ha) for a 9m wide walkway.

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Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the east side of Huntington Road, north of Nashville Road, in Part of Lots 26 and 27, Concession 9, City of Vaughan. The subject lands have an area of 10.8ha and frontage of approximately 20m on each of Richard Lovat Court and Huntington Road.

The subject lands are designated “Suburban Residential” with a “Neighbourhood Park” overlay designation adjacent to the valley by OPA #601 (Kleinburg-Nashville Community Plan), and “Natural Heritage System within the Protected Countryside” by the Greenbelt Plan. The east part of the subject lands are designated “Protected Countryside” by the Greenbelt Plan as shown on Attachment #2. The lands are zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - agricultural (A Agricultural Zone)
- South - estate residential (RR Rural Residential Zone)
- West - CP rail line (M3 Transportation Industrial Zone); Huntington Road
- East - Humber River/valley lands (OS1 Open Space Conservation Zone and Protected Countryside)

Public Hearing

On May 13, 2005, a Notice of Public Hearing was mailed to all property owners within 120 metres of the subject lands, and to the Kleinburg and Area Ratepayers' Association. Comments have been received from: the owner of 800 Nashville Road (Attachment #2), dated June 2, 2005, concerning his request to change his current access located on Nashville Road by obtaining road access through the proposed plan of subdivision; from KLM Planning Partners Inc., dated June 6, 2005, advising that they want assurances that their client's lands directly abutting the subject lands to the north will not be adversely affected by the proposal and will have services extended to their lands; and from the EMC Group Limited dated June 7, 2006, requesting that their client's lands further north of the subject lands be considered as part of the comprehensive development plan. These responses will be addressed in this report.

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

Official Plan

i) Land Use Designation

The subject lands as shown on Attachment #4 are designated “Suburban Residential” with a “Neighbourhood Park” overlay designation adjacent to the valley by OPA #601 (Kleinburg-Nashville Community Plan). The Official Plan permits detached residential dwellings, schools and park/open space uses. The Official Plan requires estate residential subdivisions within lands designated “Suburban Residential” to have a range of lot sizes related to the site's topography, vegetation and soil characteristics to retain a semi-rural residential character. The subject lands as shown on Attachment #3 provide for a range of lot areas and configurations in accordance with the Official Plan.

The Official Plan requires that new development shall provide for linkages between public open space, where possible, and to woodlands and river valleys in order to provide continuous open space corridors. A 9m wide walkway as shown on Attachment #3 is being provided in the northeast portion of the plan, which will provide a public linkage to the Humber River valley/open space system in accordance with the Official Plan.

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ii) Residential Density/Servicing

The Official Plan permits a maximum residential density of 2 units/ha, and a minimum lot size of 0.4ha. The density calculation includes the lands for local and primary roads, dwelling units, land for environmental linkages located on tableland and tableland valley buffer areas. The Official Plan includes the provision where statistics/requirements may vary by 5%, except for the density requirements. The plan of subdivision proposes 21 dwelling units on 10.8ha, resulting in a residential density of 1.94 units/ha and a minimum lot area of 0.38ha, which is a 5% reduction from 0.4ha. The proposed plan of subdivision conforms to the maximum density and minimum lot size requirements of the Official Plan.

The Official Plan requires lands designated “Suburban Residential” to be serviced by private sewage septic system with a lot area of sufficient size to accommodate two septic tile beds and municipal water system. The subdivision plan is proposed to be serviced by well water on an interim basis and by private individual sewage septic systems. In order to allow for the usage of private individual wells for water supply for the plan shown on Attachment #3, the Owner shall be required to submit an application to amend the Official Plan to allow the interim use of well water subject to the Owner designing and constructing a complete municipal water system up-front in accordance with all City standards and criteria to allow for individual lot connection and supply once water supply capacity becomes available and is formally allocated to the draft plan. The by-law to facilitate the plan and final draft approval cannot occur until the Official Plan Amendment is approved and in effect. Conditions of draft approval have been included in this respect in Attachment #1. The details respecting the interim servicing are discussed later in this report.

iii) Greenbelt Plan

The subject lands as shown on Attachment #2 are designated “Natural Heritage System within the Protected Countryside” by the Greenbelt Plan. In accordance with Section 5.2 of the Greenbelt Plan, only applications that have been submitted on or after December 16, 2004, are required to conform to the Greenbelt Plan. The subject applications were submitted on March 27, 1995, and therefore are not subject to the Greenbelt Plan.

Zoning

The subject lands shown on Attachment #2 are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands from A Agricultural Zone to the following zones in accordance with the standard requirements of Schedule “A1” in By-law 1-88, and the following exceptions:

a) Residential Lands

- i) Lots 1 to 21 inclusive as shown on Attachment #3 are to be rezoned from A Agricultural zone to RR(H) Rural Residential Zone with the Holding Symbol (H) to facilitate the development of 21 detached dwelling units; and,
- ii) Block 22 as shown on Attachment #3 is to be rezoned from A Agricultural Zone to RR(H) Rural Residential Zone with the Holding Symbol “H” to facilitate future residential development.

The RR Rural Residential Zone facilitates a detached dwelling with the following standards:

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|---|----------------------|-----------------------------|
| • | Minimum Lot Frontage | 45m |
| • | Minimum Lot Area | 4000m ² (0.40ha) |
| • | Minimum Front Yard | 15m |

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|---|----------------------------|------|
| • | Minimum Rear Yard | 15m |
| • | Minimum Interior Side Yard | 4.2m |
| • | Minimum Exterior Side Yard | 9m |
| • | Maximum Building Height | 9.5m |

The Owner is requesting the following exceptions, which are supported by the Development Planning Department, to facilitate the proposed mix of lot frontages, lot areas and lot configurations within the subdivision plan:

- | | | |
|---|---------------------------------------|-----------------------------|
| • | Minimum Lot Frontage | 30m |
| • | Minimum Lot Frontage For Lots 6 and 7 | 25m |
| • | Minimum Lot Area | 3800m ² (0.38ha) |

The majority of the proposed lots range in frontage between 35m and 100.9m. Three lots are proposing lot frontages of 61.8m, 81m and 100.9m due to the irregular configuration of the lots. There are 2 pie-shaded lots with curved front lot lines resulting in lot frontages of 25m, and 2 lots with frontages between 30m and 34m. The proposed reduction in the lot area from 4000m² to 3800m² is in accordance with the Official Plan and applies to two-thirds of the lots in the draft plan.

Canadian Pacific Railway (CPR) requires a minimum setback of 30m from its right-of-way for residential dwellings to address noise and vibration attenuation requirements. Exceptions to the By-law to address the noise and vibration requirements are as follows:

- | | | |
|---|--|-----|
| • | Minimum Yard Setback from CPR Right-of-Way
For Lots 15 to 18 inclusive and Block 22 | 30m |
|---|--|-----|

b) Holding Symbol (H)

Lots 1 to 21 inclusive and Block 22 are proposed to be zoned RR(H) Rural Residential Zone with the Holding Symbol “(H)” for 21 detached dwelling units. Prior to the removal of the Holding Symbol “(H)”, the Owner is required to resolve the issue of allowing the development to proceed without municipal water and in the alternate to be serviced by private wells. An application must be made and approved to amend the Official Plan to provide for the plan to proceed on individual private wells based on the commitment by the Owner to design and construct a complete municipal water system up-front in accordance with all City standards and criteria to allow for individual lot connection and municipal water supply once water supply capacity becomes available and is formally allocated to the plan. A condition has been included in Attachment #1 stating that no lots and/or blocks will be offered for sale by the Owner or purchasers until servicing capacity has been identified and allocated by the City.

Block 22 is proposed to be zoned RR(H) Rural Residential Zone with the Holding Symbol “(H)” for future detached dwelling units and can only be developed with the lands to the north and east in order to create lots with frontage and access onto a future street. 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 Block 22 can be developed with the lands to the north and east.

c) Walkway/Open Space Blocks

The subdivision plan includes a 9m wide walkway (Block 24) as shown on Attachment #3, which will be rezoned to OS2 Open Space Park Zone to facilitate a pedestrian linkage to the Humber River valley/open space system. The plan also includes a minimum 5m wide open space planted buffer to the rear of Lots 1 to 5 inclusive and the 9m walkway block, and a 9m wide open space planted buffer to the rear of Lot 6 as shown on Attachment #3, which will be rezoned to OS1

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Open Space Conservation Zone to address City and Toronto and Region Conservation Authority (TRCA) requirements.

The Development Planning Department supports the proposed rezoning and the zoning exceptions, which are consistent with those provided for in the existing zoning by-laws for the Richard Lovat Court and Charles Cooper Court subdivisions to the south of the subject lands as shown on Attachment #2 and are in keeping with the intent of the Official Plan.

Subdivision Design

The 10.8ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 21 lots for detached dwelling units with frontages ranging from 25m to 100.9m and lot areas ranging from 0.38ha to 0.54ha;
- 1 block for future residential development;
- 1 block for a 9m wide walkway; and,
- 1 block for a 5m wide planted open space buffer.

The plan proposes two 20m local roads being Street “A” and Street “B” as shown on Attachment #3. Street “A” traverses the subject lands in an east-west direction with the west extension turning north and terminating at the north end of the plan in a bulb, providing street access for the lands to the north when these lands develop. Street “B” is the northerly extension of Richard Lovat Court, which intersects with Street “A” to the west and terminates in a cul-de-sac to the north.

The development details for the draft plan of subdivision are as follows:

Lots 1 - 21 (Detached Units)	8.55ha
Block 22 (Future Residential Lands)	0.56ha
Block 23 (Open Space Buffer)	0.26ha
Block 24 (9m Walkway)	0.07ha
0.3 Metre Reserves (Blocks 25 & 26)	0.01ha
<u>Streets (Local Road)</u>	<u>1.35ha</u>
Total Draft Plan Area	10.80ha

The Owner will be required to provide urban design and architectural design guidelines for the subject lands with respect to the street network, public/private streetscape realm and built form. A streetscape and open space/landscape master plan will be required.

The comments received at the Public Hearing respecting the lands to the north of the subdivision plan, as shown on Attachment #3, have been addressed with Street “A” terminating in a bulb at its north limit and facilitating a future road extension northward to allow road access for the adjacent northerly lands to develop. With respect to the owner of 800 Nashville Road, no direct road connection is being provided from the subject lands to 800 Nashville Road. The owner of 800 Nashville Road already has access to Nashville Road located approximately 150m west of Charles Cooper Court, adjacent the east side of the CP Rail line.

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.

Engineering Department

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

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i) Environmental Site Assessment (ESA)

The Phase 1 Environmental Site Assessment (Phase 1 ESA) for the plan was prepared and peer reviewed. The Phase 1 ESA was conducted in accordance with CSA Standard, Phase 1 Environmental Site Assessment Standards Z768-01, with the four principal components, i.e., records review, site visits and interviews, evaluation of information, and reporting. The Phase 1 ESA, to allow the proposed use in the plan, is satisfactory to the City.

ii) Engineering Services

The City Engineering Department has reviewed the Master Environmental Servicing Plan - Kleinburg Residential Estates (MESP) dated August 2005 by Valdor Engineering Inc. on behalf of the Owner. The plan is located in the Kleinburg-Nashville Service Area of the York Region Water Distribution System. The plan can be provided with a looped water supply by extending the existing 300mm diameter watermain on Huntington Road and connecting to the existing 200mm diameter watermain on Richard Lovat Court. However, due to the present water servicing capacity restriction in the Kleinburg-Nashville Service Area, the plan can proceed on individual private wells based on the commitment by the Owner to design and construct a complete municipal water system up-front in accordance with all City standards and criteria to allow for individual lot connection and supply once servicing allocation capacity becomes available and is formally allocated to the plan.

iii) Sanitary Sewer

Presently there are no municipal sanitary sewers available to service the plan. Permits for the proposed private on-site sewage disposal systems are required to be reviewed and approved by the City's Building Standards Department.

iv) Storm Drainage

The Master Environmental Servicing Plan (MESP) proposes the construction of a stormwater outlet down into the valley slope within the plan to service both the subject plan and abutting external tributary lands. Prior to subdivision approval, the applicant shall provide a stormwater management report for review and approval by the City. This report shall describe the proposed drainage system to develop the plan and include, but not be limited to, the following items:

- i) plans illustrating the proposed system and its connection into the existing storm system;
- ii) stormwater management techniques that may be required to control minor or major flows; and,
- iii) proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

The Owner is advised that the City does not allow the use of oil/grit separators (OGS) within the right-of-way as a permanent municipal facility to address water quality control. Other methods of dealing with stormwater quality control will need to be explored.

v) Roads

The MESP proposes to construct the road network using the current City road design standards within the plan. The termination of Street "A" will require the design and construction of a temporary cul-de-sac and include a minimum 6m wide emergency road access to Huntington Road.

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The Engineering Department has no objections to the approval of the proposed subdivision, subject to the conditions of approval 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 plan as shown on Attachment #3 is not proposing a park. The entire plan is under-dedicated by 0.54ha in parkland. 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. Conditions of draft approval have been included in this respect in Attachment #1.

The Region of York

The Region of York has no objections to the approval of the proposed subdivision, subject to the conditions of approval in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the provision of a 5m to 9m wide planted buffer between the rear lot lines of Lots 1 to 6 inclusive and the top-of-the bank, which will address the TRCA's environmental concerns. Addendums/revisions to the MESP are required to address some outstanding water management and ecological concerns. The implementing zoning by-law is to provide for the 5m which planted buffer. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Canadian Pacific Railway

Canadian Pacific Railway (CPR) has provided noise and vibration mitigation measures to ensure the safety of residents, which are required for any residential development in proximity of the MacTier Subdivision, which is a principal main line. The conditions of draft approval respecting CPR requirements are included in Attachment #1.

Agency Comments

Canada Post and Power Stream 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".

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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-95098 in accordance with the applicable policies of the Official Plan, the requirements of the Zoning By-law, and the area context. The proposed draft plan of subdivision consisting of 21 lots for detached dwelling units with frontages ranging from 25m to 100.9m and lot areas ranging from 0.38ha to 0.54ha on approximately 10.8ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #601 (Kleinburg-Nashville Community Plan). Furthermore, the proposed plan is consistent with the overall pattern of development in the surrounding community. The subdivision will be serviced on private septic system, and in the interim on private well water services until such time as full municipal water service is available in the area, at which time the applicant will be responsible to decommission such interim private service and transition towards the municipal service. The subject lands will be zoned with the Holding Symbol "(H)", and prior to lifting the Holding Symbol "(H)" the Owner is required to submit an application to amend the Official Plan to proceed on individual private wells on an interim basis, rather than serviced municipal water supply. The zoning by-law cannot be enacted and the plan cannot receive final approval until the Official Plan Amendment is final and in effect.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-95098
4. OPA #601 (Kleinburg-Nashville Community Plan) - Land Use Schedule

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Mauro Peverini, Senior Planner, ext. 8407
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.)

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Item 56, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By approving that, contingent upon receipt of the required studies in a timely manner, that the comprehensive technical report be brought forward to the Committee of the Whole meeting of December 11, 2006.

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**OFFICIAL PLAN AMENDMENT FILE OP.06.011
ZONING BY-LAW AMENDMENT FILE Z.06.032
ISRAEL LANDA, TRUSTEE & BETH CHABAD ISRAELI COMMUNITY CENTRE
REPORT #P.2006.43**

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

Recommendation

The Commissioner of Planning recommends:

THAT the Staff report for Official Plan and Zoning By-law Amendment Files OP.06.011 and Z.06.032 (Israel Landa, Trustee and Beth Chabad Israeli Community Centre) BE RECEIVED as information; and that the issues identified be resolved and addressed prior to the Development Planning Department proceeding to a future Committee of the Whole meeting with a comprehensive technical report.

Economic Impact

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

Purpose

The Owner has submitted the following applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment #1, specifically to:

1. Amend OPA No. 210 (Thornhill-Vaughan Community Plan) to:
 - i) redesignate the subject lands from "Town Centre Commercial" under OPA #210 (Thornhill Community Plan) to "Mixed Use 2" under OPA No. 671 (Centre Street Study), to permit a mixed use development having high density residential uses on Floors 2 – 19 of an apartment building comprised of 128 units, and ground floor commercial uses, to be developed in conjunction with a 3-storey place of worship (synagogue) and community centre, as shown on Attachment #2;
 - ii) permit a maximum net residential density of 247 units/ha and a Floor Space Index (FSI) of 2.85 on the 0.52 ha subject lands; and
 - iii) permit a maximum building height of 69m (including the mechanical and elevator room on the roof) and a maximum of 19 storeys.
2. Amend Zoning By-law 1-88 to rezone the subject lands from A Agricultural Zone to CMU2 Mixed Use 2 - Town Centre Zone (Centre Street Study Zoning), with the following exceptions:
 - i) a minimum/maximum front yard setback (Bathurst Street) of 0.5m, whereas 1.0/3.0m is required;

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- ii) a minimum/maximum exterior side yard setback of 0.5m, (north) whereas 3m is required;
- iii) a maximum building height for corner buildings of 19-storeys and 69m, whereas 8-storeys and 29m is permitted;
- iv) a maximum residential density of 2.85 Floor Space Index (FSI), whereas 2.0 FSI is permitted; and
- v) a minimum of 281 parking spaces, whereas 477 spaces are required (196 space or 41% deficiency).

The applicant has also submitted a related Site Development Application (File DA.06.071) in support of the redesignation and rezoning of the property, to permit the mixed use development shown on Attachment #2.

Background - Analysis and Options

The subject lands as shown on Attachment #1 are located on the west side of Bathurst Street, north of Centre Street (7770 Bathurst Street), in Part of Lot 6, Concession 2, in the City of Vaughan. The 0.52 ha vacant site represents the assembly of 3 parcels all having frontage onto Bathurst Street, including an approximately 3m (10ft) wide strip of land owned by the Metrontario Group located through the central portion of the property as shown on Attachment #1. The transfer of ownership will need to occur prior to any development proceeding on the subject lands.

The lands are presently vacant. The subject lands are designated "Town Centre Commercial" by OPA #210 (Thornhill-Vaughan Community Plan), which does not permit residential uses, and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - future eastward extension of North Park Drive and existing sales office (C2 General Commercial Zone)
- South - vacant/approved Wal-Mart application (Agau Developments, File DA.06.017 - CMU2-H Mixed Use 2- Town Centre Zone)
- East - Bathurst Street; residential (R5 Residential Zone)
- West - vacant/approved high rise condominium apartment (RA3 Apartment Residential Zone) and proposed Walmart application (CMU2-H Mixed Use 2- Town Centre Zone)

Public Hearing

On May 5, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Beverley Glen Ratepayers Association and the Brownridge Ratepayers Association. To date, no comments have been received. The recommendation of the Committee of the Whole on May 29, 2006 to receive the Public Hearing report, and to forward a comprehensive report to a future Committee of the Whole meeting in September 2006, was ratified by Council on June 12, 2006.

Outstanding Issues

To date, the review of the proposed development applications has not been completed. A number of issues remain outstanding and information is required to be submitted by the applicant and reviewed by both City Departments and external public agencies. The following issues are still outstanding and need to be addressed prior to the Development Planning Department proceeding with a technical report:

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- A current (conducted within the past 2 years) Phase 1 Environmental Site Assessment is required. The Phase I Environmental Site Assessment Report prepared by Shaheen & Peaker Limited dated June 6, 2003 is outdated.
- The Applicant is also required to submit a Functional Servicing Report. The report is to address how the site will be serviced, as well as, indicate if capacity is available within the downstream sanitary sewers and/or recommend upgrades should any be required.
- Based on the proposed land uses, the subject lands require a total of 477 parking spaces, whereas 281 spaces are proposed, being a deficiency of 196 parking spaces (41%) which requires a parking study to justify the reduction. The Applicant has advised that a parking study is being conducted and will be submitted to the City in the near future.
- A Traffic Impact Study is required in support of the proposed development for approval by the City Engineering Department.
- Due to the nature of the development and the increase in density, the Region of York did not provide exemption for their approval of the Official Plan Amendment, if approved by City Council. Comments are still forthcoming respecting the development proposal.
- The City has not received any confirmation respecting the completion of the land transfer between the Applicant and the adjacent land owner to the south (Metrontario (group), for the 3m wide strip that bisects the property as shown on Attachment #1).
- The Applicant submitted a Shadow Impact Study on August 11, 2006, to address the impact of the high-rise portion of development, which is currently under review by the Development Planning Department.

The Applicant submitted a Site Plan Application on August 11, 2006, and comments on the proposal are required to properly analyze the development on a comprehensive basis, to ensure the Development can be appropriately integrated into the existing community.

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 available information for the proposed application to amend the Official Plan and Zoning and Zoning By-law from "Town Centre Commercial" to "Mixed Use 2" and to rezone the subject lands from A Agricultural Zone to CMU2 Mixed Use 2 – Town Centre Zone in order to permit a mixed use development having ground floor commercial uses with high density residential development on floors 2 to 19 inclusive, comprising 128 units, to be developed in conjunction with a 3-storey place of worship (synagogue) and community centre, as shown on Attachment #2. The applicant recently submitted a Site Development Application to support the Official Plan and Zoning Amendment applications. However, additional supporting documents are necessary to be submitted, and further review is required to ensure that the proposed development can be appropriately integrated into the existing community. As a result of the outstanding issues, the development Planning Department cannot proceed with a technical review of the proposed redesignation and rezoning of the subject lands at this time.

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Attachments

1. Location Map
2. Site Plan

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
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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57

SANTAFEST PARADE IN MAPLE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated September 18, 2006:

Recommendation

Regional Councillor Mario F. Ferri recommends:

That Vaughan Council request the Region of York to permit the following temporary road closure for the Santafest Parade on Sunday November 12, 2006 between the hours of 1:30 p.m. and 3:30 p.m. along Major Mackenzie Drive between Hwy 400 to the Vaughan Civic Center; and

That City staff be authorized to provide various services for this event, as well as any appropriate measures, such as temporary event related parking restrictions and similar actions subsequent to detailed event planning.

Economic Impact

None

Purpose

To facilitate the community's request for road closure support for Maple Santa Claus parade in Maple.

Background - Analysis and Options

The Santafest Committee comprised of several community groups, clubs, organizations, businesses and City staff wish to hold its Seventh Annual Santafest Parade featuring, the ever popular, Santa Claus. The desired parade route would originate at Canada's Wonderland and proceed east along Major Mackenzie Drive to Vaughan Civic Center.

Major Mackenzie Drive is under the jurisdiction of the Region of York, accordingly, it will be necessary to obtain Regional approval and any required permits for this event.

The actual parade is predicted to last approximately one hour from start to finish. However, it is suggested that the parade route be closed to through movement, non-event related traffic between 1:30 p.m. and 3:30 p.m. on the event day. This would assist in orderly spectator arrival and departure along the parade route. Appropriate road detours to facilitate through traffic movement can be arranged and decided upon in upcoming liaison with the appropriate Regional staff.

City staff from various appropriate municipal departments will also be involved in activities such as the procurement of Regional Police assistance, media notification, detour signing and barricade provisions and any other similar requested assistance.

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's support through its request to the Region of York will ensure a safe and successful parade event.

Attachments

None

Report prepared by:

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

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58

JOINT WASTE DIVERSION STRATEGY – FINAL REPORT

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

Recommendation

The Commissioner of Engineering and Public Works recommends that:

1. The Joint Waste Municipal Waste Diversion Strategy be endorsed; and
2. Through the City's Greening Vaughan program, and through waste diversion initiatives in partnership with the Region of York, the City work towards a minimum of 65% diversion of waste from landfill.

Purpose

To present Council with the recommendations put forth in the '*Report of the Inter-Municipal Waste Diversion Strategy Committee*' (Attachment 1) that have been based on the waste diversion components proposed for consideration in the 'Joint Municipal Waste Diversion Strategy'. The executive summary of the Joint Municipal Waste Diversion Strategy is shown in Attachment 2. A full copy of the report is available through the Clerk's Department.

Economic Impact

There are no financial implications associated with this report. However, there may be some future costs if mandatory recycling by-laws are implemented to provide for the resources necessary to ensure compliance.

Background - Analysis and Options

In May of 2006, Council received a report from the Inter-Municipal Waste Diversion Committee and endorsed its recommendation to "*approve, in principle the Inter-Municipal Waste Diversion Strategy subject to the outcome of the public consultations planned this summer*".

The public consultation process conducted over the summer of 2006 is summarized in the attached report entitled '*Report of the Inter-Municipal Waste Diversion Strategy Committee*' (Attachment 1). The Joint Waste Diversion Strategy (Executive Summary) is attached as Attachment 2 and provides supporting documentation for the report.

Table 1, extracted from the Attachment 1, shows the waste diversion strategy options to be considered as part of the potential comprehensive waste diversion system.

Of those initiatives that are within the City's sphere of jurisdiction, the City's Greening Vaughan initiative has, or will, address most of options identified in Table 1. To illustrate, City staff added a column entitled "Captured via Greening Vaughan" which shows whether the City has, or will, implement the waste diversion component through the City's Greening Vaughan initiative.

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**Table 1
Description of Identified Options and Implementation Schedule**

Option and Proposed Timing of Implementation	Description	Diversion Potential	Captured via "Greening Vaughan"
Source Separated Organics Diversion <i>Immediate Implementation</i>	Diversion of household compostable wastes excluding yard waste. Requires specialized containers, collection and processing.	30%	Yes
Optimized Blue Box Diversion <i>Immediate Implementation</i>	Weekly collection; addition of new materials; using alternative collection containers; and/or collecting from local schools.	8%	Yes
Improved Yard Waste Diversion <i>Future Consideration</i>	Improved collection service across all municipalities to a minimum of biweekly collection (April – November).	5%	Yes
Use of Community Environmental Centres <i>Immediate Implementation</i>	Location of convenient and accessible depots to receive reusable and recyclable materials and waste that can not be set out for curbside collection.	5%	N/A Region responsibility to build
Use of Mandatory Recycling By-laws <i>Future Consideration</i>	Development of by-laws by the Region and local municipalities to mandate recycling and/or restrict collection of waste containing recyclables.	5%	Not at this time, but existing by-law prohibits materials set out as waste.
Use of Bag Limits & Financial Incentives <i>Immediate Implementation</i>	Restriction of the number of bags of garbage set out for collection. Often combined with financial incentives such as bag tags that require payment for any additional amounts set out.	5%	Yes
Increased Promotion & Education <i>Immediate Implementation</i>	Expanded and cooperative promotion and education efforts by both levels of government using multi-media and public engagement techniques and tools.	3%	Yes
Construction & Demolition (C&D) Diversion <i>No further consideration</i>	Diversion of reusable and recyclable waste from residential and/or commercial renovation & construction.	2.5%	N/A Handled through the Region's Community Environmental Centres's
Textiles Diversion <i>Immediate Implementation</i>	Engagement of not for profit organizations such as Goodwill to divert clothing and other goods via a collection or drop off program.	2%	Yes
Expansion of Regional Processing Infrastructure <i>Immediate Implementation</i>	Expansion/upgrading of the Region's MRF and development of new HHW, CEC and/or composting facilities to meet local municipal needs in a timely manner.	N/A	N/A Region responsibility
Expanded Advocacy Efforts by the Region <i>Future Consideration</i>	Lobbying of organizations/governments responsible for policy decisions such as "over packaging".	N/A	N/A Region responsibility

Source: Report of the Inter-Municipal Waste Diversion Strategy Committee Joint Municipal Waste Diversion Strategy (August 21, 2006). Last column entitled 'Captured via 'Greening Vaughan' has been added by City staff.

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The City's Greening Vaughan initiative is intended to divert a minimum of 60% of waste from landfill once fully implemented. This target was based on the Ministry of Environment's provincial target of 60% from landfill by 2008. It is anticipated that the recommended "minimum of 65% diversion" can be achieved if all the options noted above are fully and successfully implemented. To do so, will require the commitment and cooperative efforts of both the Region of York and the City of Vaughan.

The only option shown in Table 1 that is within our scope but has not been specifically identified in the Greening Vaughan initiative concerns some form of a mandatory recycling by-law. To this end, the City will assess the success of the Greening Vaughan initiative after the launch of Phase 3 to determine whether mandatory recycling by-laws are necessary. It should be noted that changes have already been made to the by-law prohibiting certain blue box materials from being set out as waste. These prohibitions include leaf and yard wastecardboard, used beverage containers etc.

Should the City implement mandatory recycling by-laws, additional resources will have to be allocated. Specifically, additional dedicated enforcement staff and vehicles would be required to ensure the initiative was managed efficiently and effectively.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically A-1 "Pursue Excellence in the Delivery of Core Services", and A-3 "Safeguard Our Environment".

Conclusion

The City is well underway in implementing the waste diversion options identified in the Inter-Municipal Waste Diversion Strategy.

Although the City's Greening Vaughan initiative sets a minimum of 60% diversion from landfill by 2008, the 65% diversion target, identified in the attached report can be achieved through this program. The Joint Waste Diversion Strategy, and the recommendations therein, goes beyond that of the City's Greening Vaughan program in that it encompasses diversion initiatives that are the responsibility of the Region of York. However, as waste is a shared responsibility between the Region and the area municipalities, a cooperative effort will be necessary to ensure that these targets can be met.

Attachments

Attachment 1: Report of the Inter-Municipal Waste Diversion Strategy Committee (August 21, 2006)

Attachment 2: Joint Waste Diversion Strategy – Executive Summary

Report prepared by:

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

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

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59

MARTIN GROVE ROAD – PEDESTRIAN SIGNAL LOCATION

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

The cost to install the pedestrian signal as proposed will have no additional impact on the approved 2006 Capital and Operating Budgets. Any additional costs to relocate the signal would be extra to the 2006 Capital Budget.

Purpose

To review the feasibility of relocating the pedestrian signal from its current placement on the north side of the Martin Grove Road and Bellona Street intersection to the south side of the Martin Grove Road and Jackman Crescent (south) intersection.

Background - Analysis and Options

The Engineering Services Department has received comments that the pedestrian signal on Martin Grove Road has not been installed in the correct location. The location was proposed near Jackman Crescent (south intersection) in the 2005 Capital Budget process.

At its meeting of September 13, 2004 Council directed:

“Staff to investigate the need for and feasibility and costs of installing a stop sign control and pedestrian crossing on Martin Grove Road, between Bellona Street and Jackman Crescent, at the exit/entrance of Father Ermanno Bulfon Community Centre parking lot.”

Please refer to Attachment No. 2 for the September 13, 2004 Council Extract.

Further, at its meeting of January 24, 2005 Council approved:

- “1. That an all-way stop control not be installed on Martin Grove Road at the Father Ermanno Bulfon Community Centre access; and**
- 2. That this report regarding the installation of a pedestrian signal on Martin Grove Road be received and that funding for the project be considered as a part of the 2005 Capital Budget deliberations should Council wish to approve the installation of a pedestrian signal.”**

Please refer to Attachment No. 3. for the January 24, 2005 Council Extract.

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Martin Grove Road is a four-lane collector. Father Ermanno Bulfon Park and Community Centre, a Church and St. Clement Catholic School are located east of Martin Grove Road. The pedestrian signal is currently being installed on the north side of the Martin Grove Road and Bellona Street intersection. Please refer to Attachment No. 1 for the area network.

In early August 2006, a concern was brought to the Engineering Services Department's attention that the current placement of the pedestrian signal did not match to the location indicated in the 2005 Capital Budget process. During the design process staff considered the location of the power source, any existing features/amenities and other factors including the existing walkway to the park located just north of Bellona Street. The proposed location for the pedestrian signal could also be utilized during evening hours and weekends for the Church and the elementary school as well as the Father Ermanno Bulfon Community Centre. Construction proceeded on this basis in Summer 2006 at the current location north of Bellona Street.

In order to confirm the current location, staff conducted a pedestrian study on Tuesday, September 12, 2006 during the time periods of 7:30 to 9:00 am, 11:30 am to 1:00 pm and 3:30 to 5:00 pm. This study would provide an indication of where pedestrians were crossing Martin Grove Road between Jackman Crescent and Bellona Street. The section between Jackman Crescent and Bellona Street was split in middle, section 1 was between Bellona Street and the Community Centre access and section 2 was from the Community Centre access to Jackman Crescent. The results of the study are provided in the chart below.

<u>Crossing Area</u>	<u>Time Period</u>	<u>Number of Pedestrians</u>
Section 1	7:30 to 9:00 am	1 adult, 4 children
	11:30 am to 1:00 pm	6 adults
	3:30 to 5:00 pm	6 adults, 4 children
Section 2	7:30 to 9:00 am	3 adults, 1 child
	11:30 am to 1:00 pm	0 adults, 0 children
	3:30 to 5:00 pm	0 adults, 2 children

Based on the study, there were a total of 21 pedestrians crossing between Bellona Street and the Community Centre access and a total of 6 pedestrians crossing between the Community Centre access to Jackman Crescent. Conclusions indicate a higher pedestrian utilization in the southern section of the study area.

In order for the pedestrian signal to be relocated the following work is required:

- Removal of the existing works completed at Bellona Street.
- Preparation of the new contract design drawing for the relocation to Jackman Crescent.
- Underground works (conduit, wiring, restoration, additional handwells for wiring connections from the power source) from the power service location (same location as per Powerstream Inc.).
- Underground works (conduit, handwells, pole bases, wiring, restoration) at the south side of Jackman Crescent.
- Installation of all above ground equipment.
- Testing and inspection of the electrical equipment.

The contractor has estimated the cost for the removal of equipment from its current location to be \$16,000.

To date, the cost for the work that has been completed is \$28,000 and \$8,000 for the purchase of the traffic signal controller/cabinet. The total budget for this project is \$52,000.

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The estimated cost to relocate the pedestrian signal to the Martin Grove Road and Jackman Crescent intersection is \$20,000. The total cost for the project including removal and relocation would then be approximately \$72,000 which exceeds the approved budget by \$20,000.

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 the pedestrian study referenced above, it appears that the current signal location is appropriate. Relocation of the pedestrian signal, would require an increase of \$20,000 in the 2006 Approved Capital Budget.

Attachments

1. Location Map
2. Council Extract – September 13, 2004
3. Council Extract – January 24, 2005

Report prepared by:

Mike Dokman, Supervisor Traffic Engineering, ext. 8031

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

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By receiving the written submission from Eileen P. Costello, Aird & Berlis, Barristers and Solicitors, BCE Place, 181 Bay Street, Suite 1800, Box 754, Toronto, M5J 2T9, dated September 22, 2006.

- 1) That Clause 2 of the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;
- 2) That whereas the application (OPA File OP.05.020) contemplates permitting a commercial component having a maximum Floor Space Index (FSI) of 1.0 times the site area, a minimum of 5,000 sq.m. of office space, and a minimum height of 3 storeys, as well as residential component having a Floor Space Index (FSI) of 2.7 times the site area and a maximum height of 28 storeys except that the height may be increased to 33 storeys, subject to enhanced design features being approved or subject to the provision of public/community amenity being provided; thus ensuring that the proposed development will incorporate a significant commercial component, thereby preserving employment uses on the subject lands as part of mixed use development; Council APPROVES the site-specific Official Plan Amendment File OP.05.020 (Tesmar Holdings Inc.) to redesignate the 1.67 ha site from "Prestige Area" in OPA #450 (Employment Area Plan) to "Vaughan Centre Secondary Plan Area" within OPA #600 with a mixed use designation to permit both commercial and residential uses;
- 3) That the Development Planning Department be directed to prepare an implementing Official Plan Amendment and implementing by-law for the September 25, 2006 meeting of Council;
- 4) That the Developer be requested to meet with the local Ratepayer Association representative and ensure that their concerns are addressed;
- 5) That the deputation of Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, be received; and
- 6) That the written submission of Ms. Eileen P. Costello, Aird & Berlis LLP, BCE Place, 181 Bay Street, Suite 1800, Box 754, Toronto, M5J 2T9, dated September 15, 2006, be received.

1. THAT Council defer consideration of Official Plan Amendment File OP.05.020 (Tesmar Holdings Inc.) until such time that the Planning Department has had the opportunity to complete a Land Use Review for the Jane Street Corridor Area; and

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2. THAT Council direct the Planning Department, with input from the Engineering Department with respect to issues such as traffic impact and servicing as well as any other City department or external agency as may be required; to conduct a Land Use Review for the Jane Street Corridor area, south of Rutherford Road, with respect to the potential for residential development.

Economic Impact

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

Purpose

The Planning Department is seeking direction from Council with respect to the preparation of a land use review for the Jane Street Corridor area, south of Rutherford Road, as shown on Attachment #1.

Background

In August of 2005, the Owner submitted an application to amend the Official Plan to redesignate a 1.67 ha parcel of land at the northeast corner of Jane Street and Riverock Gate from "Prestige Area" in OPA #450 (Employment Area Plan) to "Vaughan Centre Secondary Plan Area" and "High Density Residential/Commercial" within OPA #600. The application contemplated a residential apartment building with a maximum Floor Space Index (FSI) of 2.7 times the site area.

On October 28, 2005, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, and to the Maple Landing Ratepayers' Association, the Maple-Sherwood Ratepayers' Association, CN Rail, and Paramount Canada's Wonderland. A Public Hearing took place on November 21, 2005. The Maple Landing Ratepayers Association, the Blessed Trinity Expansion Committee and MI Developments Inc. (Magna International) expressed concern with the application.

On March 6, 2006, the Committee of the Whole considered a recommendation from the Planning Department to refuse the application on the basis that the application to permit residential uses in the employment area was not considered to be consistent with the Provincial Policy Statement, the proposed Planning Reforms (Bill 51), Places to Grow, the Region of York and City of Vaughan Official Plans, and Vaughan Vision 2007. The Committee of the Whole recommended that the matter be deferred in accordance with a written submission from the applicant to allow the opportunity for the applicant and the City to meet and consult in order to develop a proposal that was mutually agreeable. The recommendation of the Committee of the Whole to defer the application was adopted without amendment by Council on March 20, 2006.

In April of 2006, the subject application was revised to amend the Official Plan to redesignate the 1.67 ha site from "Prestige Area" in OPA #450 (Employment Area Plan) to "Vaughan Centre Secondary Plan Area" within OPA #600 with a mixed use designation to permit both commercial and residential uses. The current application contemplates policies permitting a commercial component which would require a minimum of 5,000 sq.m of office space, a minimum height of 3-storeys and a maximum Floor Space Index (FSI) of 1.0 in addition to the residential component having a Floor Space Index (FSI) of 2.7 within two towers having a maximum height of 32 storeys. Essentially, the application was revised such that high density residential uses would be permitted in conjunction with a commercial component thereby maintaining employment uses on the subject lands. Attachment #2 illustrates a conceptual plan. It should be noted that the original application did not propose any significant commercial development.

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As the application was revised, a second Public Hearing was convened. On May 26, 2006, a Notice of Public Hearing was circulated to all property owners within 120 metres of the subject lands, and to the Maple Landing Ratepayers' Association, the Maple-Sherwood Ratepayers' Association, CN Rail, MI Developments Inc., the Blessed Trinity Expansion Committee, History Hill, and Paramount Canada's Wonderland. A Public Hearing took place on June 19, 2006. The Maple Landing Ratepayers Association, the Maple Village Ratepayers' Association, and MI Developments Inc. (Magna International) expressed concern with the application.

The concern raised at each of the two Public Hearings can be summarized as follows:

a) Maple Landing Ratepayers Association

- The City must preserve its diminishing employment lands including this site so that residents may someday be able to walk to work from the nearby residential communities.
- The proposed residential designation is incompatible with the existing abutting EM2 Employment Area General uses.
- The proposal doesn't represent orderly development, as it was not part of a larger block plan.
- The community would not have nearby recreational and parkland amenities that promote an active lifestyle.
- The nearby elementary schools, Blessed Trinity Catholic and Maple Creek Public are already over capacity.
- The application is not consistent with the Provincial Policy Statement.
- Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.
- The redesignation would remove more employment lands from Vaughan's already limited supply of about 2 years. The current residential supply is about 8 years and this imbalance must be rectified.

b) Blessed Trinity Expansion Committee

Vince Porcelli spoke on behalf of the Blessed Trinity Expansion Committee and outlined the group's opposition to the proposal based on the increased enrollment demand it would create. Mr. Porcelli noted that:

- Blessed Trinity's capacity is 604 students and it was exceeded 2 years after it opened.
- Current enrollment is 878 students.
- 40% of students are taught in portables.

c) MI Developments Inc. (Magna International)

MI Developments Inc. has indicated that 401 Caldari Road includes a 198,000 sq.ft. industrial facility that is used as a heavy stamping plant and operates 24 hours a day, seven days a week, 365 days per year. Large transport trucks deliver and pick up from the plant 24 hours a day and generate considerable noise. The lands also include 3.23ha (8 acres) of vacant land that will be used for future expansion. As such, high-density residential use would be incompatible with the adjacent industrial uses.

d) Maple Village Ratepayers' Association

Concerned with incompatible uses and possible nuisance complaints as well as the impact on traffic volume on Jane Street which would add to the existing traffic congestion.

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On August 11, 2006, the Owner submitted the following studies in support of the applications:

- “Traffic Impact Study” prepared by Sernas Transtech
- “Functional Servicing Report” prepared by Schaeffers Consulting Engineers
- “Environmental Site Assessment – Phase I” prepared by Soil Engineers Ltd.
- “Noise and Vibration Feasibility Study” prepared by HGC Engineering
- “Planning Justification Report” prepared by KLM Planning Partners Inc.

The reports have been circulated to various City departments and external public agencies and are currently being reviewed.

Other Background

Pre-consultation discussions have taken place with the Owner of lands on the west side of Jane Street, between the two Jane Street entrances into Vaughan Mills, opposite of Riverrock Gate and Locke Street respectively. They intend to file development applications to permit high density residential uses and a hotel and conference centre/convention hall on the said lands. Furthermore, other owners of vacant land parcels in the area may be inclined to submit development applications seeking high density residential uses in light of the current development context. In particular, a 5.7 ha site at the southeast corner of Rutherford Road and Jane Street remains vacant, although development applications have been filed in 2005 (Delisle Properties Limited – Files OP.05.005 and Z.05.031) to redesignate and rezone the property from prestige employment to permit retail commercial development. This application is still under review. Attachment #1 illustrates the area of interest.

Current Policy Structure

The current policy structure for the area both east and west of Jane Street, and south of Rutherford Road envision employment type uses.

OPA #450 (Employment Area Plan) is the prevailing Official Plan document for the lands south of Rutherford Road and east of Jane Street. Lands within the area that front onto Rutherford Road and Jane Street are designated “Prestige Area” by OPA #450 (Employment Area Plan), which would accommodate uses that require high visual exposure, good accessibility, and an attractive working environment. The designation permits a wide range of industrial, office, business and civic uses, with no outside storage. Lands located in the interior area are designated “Employment Area General” by OPA #450 and accommodate uses that do not require higher profile locations and provide opportunity for development that may require outside storage or be undertaken outdoors. OPA #450 also identifies lands located at the intersection of arterial and/or collector roads as a “Service Node” that would provide for the day-to-day convenience and service needs of businesses and industries and their employees. The Tesmar site is considered a “Service Node”, consistent with the C7 Service Commercial Zone on the property. OPA #450 does not permit residential uses.

OPA #600 is the prevailing Official Plan document for the lands south of Rutherford Road and west of Jane Street. Lands within this area are designated “Vaughan Centre Shopping Centre District” and “General Commercial (Special Policy)”. These lands were originally located within OPA #450 (Employment Area Plan) and were subsequently removed from OPA #450 by site-specific OPA #505, which facilitated the Vaughan Mills development. Current policies do not permit residential uses on the lands.

Despite the policy context, the land uses surrounding the Jane Street and Rutherford Road intersection area have changed. In November of 2004 and April of 2005, the Ontario Municipal Board approved high density development at the northeast corner of Jane Street and Rutherford Road and construction of high rise residential is currently under construction. The lands at the

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northwest corner of Jane Street and Rutherford Road are designated by the Vaughan Centre Secondary Plan which permits high density residential uses; however, the site was recently rezoned to permit retail commercial uses.

In addition to the Tesmar Holdings Inc. application, the owner of the lands along the west side of Jane Street, east of the Vaughan Mills Mall, has expressed an interest in seeking a similar Official Plan redesignation for high density residential uses as well as hotel and conference centre/convention hall uses.

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

Jane Street is experiencing development pressure influenced by the changing land use structure in light of the development of the Vaughan Mills Shopping Centre area and an OMB approved high density residential development at the northeast corner of Jane Street and Rutherford Road that is currently under construction, as well as, the Provincial and Regional policies respecting intensification.

The Provincial Policy Statement includes a policy that allows planning authorities to permit the conversion of land within employment areas to non-employment uses, through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion. The City has not commenced or undertaken a comprehensive review of this issue within the Jane Street Corridor, south of Rutherford Road, nor has the City and the relevant agencies completed the review of the supporting studies submitted on behalf of Tesmar Holdings Inc. application, accordingly it is recommended that the Tesmar application be deferred at this time pending completion of the land use review for the area. A careful approach must be taken since the approval of site-specific development applications permitting high-density residential uses could set a precedent for the area, as well as, erode required employment lands. In this respect, the preparation of a Land Use Review for the area is being recommended to facilitate orderly development, and not on the basis of site-specific development applications.

Attachments

1. Location Map
2. Concept 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.)

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61

WESTON ROAD SPEED LIMIT

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Frustaglio, dated September 18, 2006:

Recommendation

Regional Councillor Joyce Frustaglio recommends:

That the Region of York be requested to reduce the speed limit on Weston Road from 70 to 60 km/hr from Rutherford Road to Highway 7 to create a consistent speed limit along this section of Weston Road.

Economic Impact

N/A

Purpose

To address the concern of residents as it pertains to their safety.

Background - Analysis and Options

At the present time the posted speed limit on Weston Road from Major Mackenzie Drive to Rutherford Road is 60 km, while from Rutherford Road to Highway 7.... presently stands as 70 km. Cars are constantly speeding on this portion of the road....there is an increase of accidents, noise and residents fear for their safety while walking along Weston Road.

A number of residents have complained about the inconsistent speed limit posted on Weston Rd from Major Mackenzie Drive south to Highway 7.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set by Council by serving our citizens and promoting community safety, health and wellness.

Conclusion

It is important to have a consistent speed limit posted on Weston Road for the safety of our residents.

Attachments

None

Report prepared by:

Joyce Frustaglio

Regional Councillor

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Item 62, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

62 GREEN FLEET PROGRAM – IMPLEMENTING NEW TECHNOLOGY TO REDUCE VEHICLE EMISSIONS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chair of the Vaughan Environmental Task Force, dated September 18, 2006:

Recommendation

The Chair of the Vaughan Environmental Task Force recommends:

1. That as the first step towards a Green Fleet Program, ten vehicles, as chosen by the Fleet Department, be retrofitted with advanced catalytic converter technology by March 2007; and
2. That staff report back on the full implications of the following:
 - i. tenders for new fleet leases or purchases require proponents to install vehicle emissions technologies, which eliminate up to 100% of engine emissions, on the new vehicles;
 - ii. existing motorized equipment (e.g. lawnmowers, tractors, etc.) be reviewed and selected for retrofits; and
 - iii. tenders for functions performed by external contractors, involving the use of motorized equipment, require successful proponents to demonstrate that vehicle emissions technologies have been installed or used in their motorized equipment.

Economic Impact

The retrofit of ten vehicles will have a budgetary impact of \$12,400. Funds are available from the Fleet Department's Vehicle Reserve Fund. The full impact of requiring all contracts to meet the requirements is unknown at this time.

Background – Analysis and Options

Governments at all levels, are consumers of goods and services, including energy. The choices made in day-to-day operations and purchasing policies have a direct effect on the environment. There is a well-established link between combustion of fossil fuels and public health, air quality and climate change. Corporate fleets are responsible for a significant portion of the air pollutants emitted in the course of municipal operations.

The City of Vaughan's Environmental Task Force has been examining the various measures that may be undertaken to reduce vehicle emissions. The City enacted an Anti-Idling Bylaw and erected signage around its facilities encouraging motorists not to idle their vehicles. Furthermore, Vaughan is a supporter of Smart Commute North Toronto Vaughan, an organization assisting employers and other trip generators to find alternative transportation methods to the single-occupant vehicle.

In an effort to broaden the approaches to reduce vehicle emissions, the Economic & Technology Development Department, in co-operation with the Fleet Department, examined cleaner fleet technologies as a possible way to reducing emissions. In January 2006, the Fleet Department began a pilot study to retrofit one of the oldest vehicles with a Dry Selective Catalyst (DSC) converter from

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GESi. Emissions test were performed on the vehicle at a Drive Clean facility. Prior to retrofitting, the test showed that the vehicle emitted 230 ppm of carbon monoxide (CO), 278 ppm of nitrogen oxide (NO) and 284 ppm of NO_x. Emissions testing after the retrofit showed that engine emissions were reduced to 0%.

The GESi pilot study was presented to the Environmental Task Force (ETF) on October 31, 2005. Following this presentation, the ETF also received presentations from Enbridge Gas on natural gas conversion opportunities for City fleet vehicles. Having received both presentations and the costs and benefits of both options, the ETF at its meeting on May 23, 2006 requested the Commissioner of Community Services to bring back a report on moving forward with green fleet initiatives.

The recommendations of this report could have three widespread effects: changing municipal purchasing policies, conversion of City-owned vehicles and equipment and changes to external contractor practices. Implementing cleaner vehicle emissions (converter) technology on new purchases or leases, has the immediate effect of reducing vehicle emissions for the overall corporate fleet. As fleet acquisition occurs, the City will have an increasingly cleaner fleet delivering services required by a growing population.

The conversion of ten existing, older City vehicles is the first step, demonstrating the City's commitment to clean air. In addition to the corporate fleet, small equipment such as tractors, lawnmowers, leaf blowers and other equipment also contribute to greenhouse gas emissions and climate change. This equipment should also be evaluated for their emissions and where possible, cleaner technologies should be implemented.

Eventually if the proposed purchasing policy changes are made, the City will begin to shape changes in the private sector, encouraging them to take emission reduction measures in order to win the City's business. The City's environmental leadership will carry over to other businesses and industry sectors as increasing demand for environmental technologies and products has the effect of driving down the costs of these products over time.

While these proposed changes are environmentally positive, the full implications of making these changes are as yet unknown.

Relationship to Vaughan Vision 2007

The proposed recommendations contained in this report conforms with Vaughan Vision 2007 Goal A-3: Safeguard the Environment.

Conclusion

The City of Vaughan has a fleet of approximately 300 vehicles on the road at any given time, performing vital tasks and services for residents and businesses. Municipal operations have environmental implications, however, the City can take actions to reduce greenhouse gas emissions without compromising service delivery.

The first step of the Green Fleets Program will implement technology on ten vehicles by March 2007, eliminating up to 100% of engine emissions for these vehicles. The proposed changes to municipal purchasing policies, as well as those of its contractors, are ways to implement sustainable vehicle technology on a wider basis; clearly demonstrating the City's leadership role in reducing its environmental footprint and encouraging sustainable practices throughout the community. These changes also have financial and legal implications for the City, and staff should report on these implications.

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Report prepared by:

Joyce Frustaglio, Chair of Environmental Task Force

Clayton Harris, Commissioner of Finance & Corporate Services

Frank Miele, Commissioner of Economic/Technology Development and Communications

Marlon Kallideen, Commissioner of Community Services

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Item 63, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

63

ENVIRONMENTAL MASTER PLAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chair of the Vaughan Environmental Task Force, dated September 18, 2006:

Recommendation

The Chair of the Vaughan Environmental Task Force recommends:

1. That Council pass a resolution to develop a corporate-wide Environmental Master Plan (EMP) as part of the Consolidated Growth Management Strategy – 2031;
2. That Staff be directed to develop Terms of Reference for the Environmental Master Plan;
3. That Staff report back to Senior Management Team, the Environmental Task Force and Council with the draft Terms of Reference developed on timelines to be in concert with the Consolidated Growth Management Strategy; and
4. That following Council direction, a Request for Proposal be prepared based on the approved Terms of Reference.

Economic Impact

The initial preparation of the Terms of Reference will involve only staff time and in-house resources. Subsequent phases will require the retention of consulting services.

Purpose

To obtain direction from Council to proceed with the development of Terms of Reference for the Environmental Master Plan, as part of the Consolidated Growth Management Strategy - 2031 approved by Council on June 26, 2006.

Background and Options

The City of Vaughan is approaching a critical juncture in its evolution as a major urban municipality in the Greater Toronto Area. After three decades of rapid and sustained growth, the full urbanization of the municipality is approaching.

It is incumbent on the City to make decisions on all aspects of its development while being mindful of its economic, social/cultural and environmental sustainability or “triple bottom line” sustainability. To move ahead, the City will need to develop an EMP that will include a definition of sustainability with supporting policies, objectives and standards. This will allow the growth management process to proceed with proper guidance and allow for both on-going and future innovations in pursuit of sustainable growth, operations and financing. A corporate-wide environmental master plan is required to anticipate the myriad of issues facing the City be it municipal operations; planning policies; resource management, risk management, etc.

These issues and decisions are not confined to specific silos. They cross multiple internal departments, external agencies, organizations and levels of government. The need to deal with a broader picture, than what was ever contemplated in the past, necessitates a corporate environmental policy framework much the same as an official plan framework for land use and development.

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The necessity of an EMP is further supported by the requirement for an Integrated Community Sustainability Plan (Schedule G) as a condition for the Transfer of Federal Gas Tax Revenue under the New Deal for Cities and Communities. The purpose of the integrated community sustainability plan is to enhance or build upon existing planning instruments and processes.

Over the life of the Agreement for “Gas Tax Funding”, municipalities will be required to demonstrate through its existing planning instruments and processes or through the creation of new planning document that the municipality has:

- a co-ordinated approach to community sustainability (e.g., linkages of various plans, planning and financial tools that contribute to sustainability objectives)
- reflected and integrated social, cultural, environmental and economic sustainability objectives in community planning
- collaborated with other municipalities where appropriate to achieve sustainability objectives
- engaged residents in determining a long-term vision for the municipality.

Municipalities that have completed an comprehensive EMP will also have addressed the above Integrated Community Sustainability Plan requirements.

Relationship to Vaughan Vision 2007

The development of an Environmental Master Plan is proposed as a component of an updated strategic plan, which will supplant Vaughan Vision 2007 and the Consolidated Growth Management Strategy. It will serve to create triple bottom line sustainability for the municipality allowing it to provide environmental leadership as well as delivery of services in a manner which is fiscally and environmentally responsible.

Conclusions

The City of Vaughan has already committed to completing a Consolidated Growth Management Strategy to the year 2031. An environmental master or strategic plan has already been identified as one component of the Consolidated Growth Management Strategy. Preparation of the EMP beginning in 2007 will dovetail with this project as well as the expected Official Plan Review.

This report formally requests Council's endorsement to proceed with the completion of the Environmental Master Plan.

Report prepared by:

Joyce Frustaglio, Chair of Environmental Task Force
Frank Miele, Commissioner of Economic/Technology Development and Communications

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**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.97.075
DRAFT PLAN OF SUBDIVISION FILE 19T-97V23
830595 ONTARIO INC.
REPORT #P.2004.40**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That staff provide a report to the Council meeting of September 25, 2006, addressing the question raised with respect to the traffic signal lights on Major Mackenzie Drive between Weston Road and Hwy 400;**
- 4) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community;**
- 5) That the written submission of Mr. Tim Sorochinsky, President, Millwood Woodend Ratepayers Association, 275 Millwood Parkway, Woodbridge, L4L 1A6, dated September 1, 2006, be received; and**
- 6) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT the Revised Block Plan for Block 39 (File BL.39.96), dated September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;**
- 2. THAT Zoning By-law Amendment File Z.97.075 (830595 Ontario Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:**
 - a) rezone Lot 1, Lots 5 to 20 inclusive, Lot 27, Lots 36 to 53 inclusive, Lots 57 to 67 inclusive, Lots 93, 94 and 106 and Blocks 126, and Blocks 129 to 138 inclusive, from A Agricultural Zone to RD4(H) Residential Detached Zone Four with the addition of the Holding Symbol "H" to facilitate 50 lots and 11 blocks to be combined with adjacent blocks to create 11 full lots for single detached residential units;**

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- b) rezone Lots 2 to 4 inclusive, Lots 21 to 26 inclusive, Lots 28 to 35, Lots 54 to 56 inclusive, Lots 68 to 92 inclusive, Lots 95 to 105 inclusive, and Lots 107 to 117 inclusive, and Blocks 119 to 125, and Blocks 127 and 128 from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the additions of the Holding Symbol “H”, to facilitate 67 lots and 9 blocks to be combined with adjacent blocks to create 9 full lots for single detached dwelling units;
 - c) rezone Block 118 from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol “H” to provide for 1 residential block to be combined with a block in an adjacent subdivision to create 1 full lot for a single detached dwelling unit;
 - d) require that prior to the removal of the Holding Symbol “H” from Lots 1 to 117 inclusive and Blocks 118 to 138 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City;
 - e) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for Blocks 118 to 138 inclusive with the Holding Symbol “H”, where the Holding Symbol “H” will only be lifted when these Blocks are developed with blocks on the adjacent lands; and
 - f) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;
- 3. THAT prior to the enactment of the implementing by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
 - 4. THAT Draft Plan of Subdivision 19T-97V23 (830595 Ontario Inc.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
 - 5. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-97V23 (830595 Ontario Inc.) shall contain a provision that the parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
 - 6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

- 1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:

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- RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol “H” for Lots 2 to 4 inclusive, Lots 21 to 26 inclusive, Lots 28 to 35, Lots 54 to 56 inclusive, Lots 68 to 92 inclusive, Lots 95 to 105 inclusive, and Lots 107 to 117 inclusive, and Blocks 119 to 125, and Blocks 127 and 128;
 - RD4(H) Residential Detached Zone Four with the addition of the Holding Symbol “H” for Lot 1, Lots 5 to 20 inclusive, Lot 27, Lots 36 to 53 inclusive, Lots 57 to 67 inclusive, Lots 93, 94 and 106 and Block 126, and Blocks 129 to 138 inclusive;
 - RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol “H” for Block 118
3. Draft Plan of Subdivision approval as shown on Attachment #3 consisting of the following:
- 117 lots with frontages ranging from 11.6m to 12.8m for single detached dwelling units;
 - 21 residential blocks to be combined with the adjacent draft plan of subdivision to facilitate the development of 21 single detached dwelling units; and,
 - 2 landscape buffer blocks along Major Mackenzie Drive.

Background - Analysis and Options

The 8.387 ha subject lands shown on Attachment #2 are located on the south side of Major Mackenzie Drive, east of Pine Valley Drive, within Planning Block 39, in Part of Lot 20, Concession 6, City of Vaughan.

The subject lands are designated “Low Density Residential” by OPA #600 and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

North - Major Mackenzie Drive; existing residential (RR Rural Residential Zone)
South - vacant; proposed residential (A Agricultural Zone), stormpond (OS1 Open Space Conservation Zone)
East - vacant; proposed residential (A Agricultural Zone)
West - vacant; proposed residential (A Agricultural Zone)

Public Hearing

On January 23, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village Residents Association and the Millwood Woodend Ratepayers' Associations. The recommendation of the Committee of the Whole to receive the Public Hearing report on February 16, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 23, 2004.

On September 7, 2006 the Development Planning Department received a letter with comments from the Millwood & Woodend Ratepayer Associations, respecting inclusion of transitional lot sizes between the subject lands and the Millwood subdivision located north of Major Mackenzie Drive. The proposed lot sizes conform to the requirements of the “Low Density” designation in OPA #600, as discussed in this report.

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Block 39 Block Plan

i) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located in the northwest quadrant of the block. Council, at its October 20, 1997 meeting directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan and supporting documentation was submitted to address issues such as stormwater management, traffic and school/park campus location. Supporting documentation which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto Region Conservation Authority Staff.

A further revised block plan was submitted on September 5, 2006, as shown on Attachment #4, which resulted in additional modifications to the lotting and road layouts, stormwater management facilities and woodlot/buffer configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre and school/park campus in the northwest portion of the block. Revisions made to the lotting pattern resulted in increased in lot depths from 23.5m wide-shallow lots to 30m conventional lots for single detached lots and 29m depth for street townhouse lots.

The City has reviewed the proposed changes and are supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to a condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block Plan.

ii) Block 39 Densities

The proposed unit types and densities for each of the designations within the revised portion of the Block Plan conform to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per hectare. The maximum average net density taken across the low density areas is 13.42 units per hectare, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per hectare.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per hectare, and the maximum net residential density shall be 40 units per hectare. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per hectare, which is also in conformity with the range of 25 to 35 units per hectare provided by the Official Plan.

Official Plan

i) Land Use Designation

The subject lands as shown on Attachment #2 are designated “Low Density Residential” by OPA #600, as shown on Attachment #5. The Official Plan permits single-detached dwellings, which conforms to the Official Plan.

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

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Low Density Residential Areas shall be in the range of 16 to 18 units per hectare. The density calculation includes the lands for local and primary roads, and residential units. The net residential density on the subject lands is approximately 15.81 units per hectare. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands from A Agricultural Zone to the following residential zones in accordance with the standard requirements of Schedule "A3" in By-law 1-88, as follows:

a) Residential

- i) Lots 2 to 4 inclusive, Lots 21 to 26 inclusive, Lots 28 to 35, Lots 54 to 56 inclusive, Lots 68 to 92 inclusive, Lots 95 to 105 inclusive, and Lots 107 to 117 inclusive, and Blocks 119 to 125, and Blocks 127 and 128 - RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate the development of 67 lots and 9 blocks to be combined with adjacent blocks to create 9 full lots for single detached dwelling units.
- ii) Lot 1, Lots 5 to 20 inclusive, Lot 27, Lots 36 to 53 inclusive, Lots 57 to 67 inclusive, Lots 93, 94 and 106, and Block 126, and Blocks 129 to 138 inclusive - RD4(H) Residential Detached Zone Four with the Holding Symbol "H" to facilitate the development of 50 single detached dwelling units, and 11 blocks to be combined with adjacent blocks to create 11 full lots for single detached dwelling units.
- iii) Block 118 RD2(H) Residential Detached Zone Two to be combined with an adjacent residential block to create one full lot for a detached dwelling unit;

These residential lots will be zoned with the Holding Symbol "H" as the lots 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 Holding Symbol "H" to a use legally existing as of the date of enactment of the implementing by-law. The Holding Symbol "H" will not be removed until the water and sewage servicing capacity has been identified and allocated by the City. Blocks 118 to 138 inclusive will also be zoned with the Holding Symbol "H", which will only be lifted when these Blocks are developed with the adjacent lands.

b) Landscape Buffer

Landscape Buffer Blocks 140 and 141 as shown on Attachment #3, and located along the north property line will be rezoned to OS1 Open Space Conservation Zone to provide for a landscape buffer area adjacent to Major Mackenzie Drive. The Owner shall convey these blocks to the City, free of all encumbrances.

Subdivision Design

The 8.387ha draft plan of subdivision shown on Attachment #3 is comprised of 117 detached residential lots with minimum lot frontages ranging from 11.6m to 12.8m. The plan provides for the continuation of Street "1" forming part of Via Companile which will ultimately connect Rutherford Road to Major Mackenzie Drive. 24 of the proposed residential lots have direct access to Street 1. The remainder of the lots will have be accessed by a local street network that consists of portions of two 15.0m window streets and five 17.5m local roads.

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The development details for the draft plan of subdivision are as follows:

Lots 1-117 (117 Single Detached Units)	5.358ha
Future Development Blocks 118 - 138	0.480ha
Landscape Buffer (Blocks 140 & 141)	0.262ha
0.3m Reserves (Block 44-46)	0.007ha
Road Widening (Block 139)	0.062ha
<u>Roads (Streets A B,C,D)</u>	<u>2.218ha</u>
Total Draft Plan Area	8.387ha

All development within the Block 39 Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, and community edge treatment along 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.

Energy Star Homes

The Development Planning Department, together with the TRCA, PowerStream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre. The purpose of the sustainable community pilot project is to mirror some of the work being undertaken by the Toronto and Region Conservation Authority (TRCA) at the Kortright Centre which is being transformed into the TRCA's new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development including the design and construction of two “Archetype” homes which will be used as a demonstration and learning tool for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be LEED Gold and ENERGY STAR.

Immediately east of the Kortright Centre, the Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context.

The remaining 8 developers within the north-west portion of the Block 39 plan area have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region.

In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continue to be explored through the implementation process.

A condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

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City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 1-117 inclusive and Blocks 118 to 138 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan, which is to 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 draft plan does not propose any parkland. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological 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 report in Attachment #1.

The Region of York

The Region of York has no objections to the approval of the proposed subdivision, subject to water supply and sewage servicing capacity being identified and allocated, and subject to the Owner satisfying the Region's conditions in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP address the outstanding

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issues respecting the appropriate buffers for the woodlots and valleyland, including the 10m buffer for residential lots abutting the valleylands, storm water management including pre-development and post-development flows, storm water assumptions respecting external developments and storm water pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, PowerStream, and the School Boards 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 File 19T-97V23 (830595 Ontario Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Plan, and the area context. The proposed draft plan of subdivision, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
5. Location Map
6. Draft Plan of Subdivision 19T-97V23
7. Block 39 Block Plan
5. OPA #600 – Vellore Urban Village 1 Land Use Schedule

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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Item 65, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.97.072
DRAFT PLAN OF SUBDIVISION FILE 19T-97V19
SUGARBERRY HOLDINGS INC.
REPORT #P.2004.107**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Revised Block 39 Block Plan File BL.39.96, dated, September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
2. THAT Zoning By-law Amendment File Z.97.072 (Sugarberry Holdings Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 1 to 36 inclusive, Lot 86, Lot 101, Lot 102, Lots 107 to 114 inclusive, Lots 120 to 122 inclusive, Lots 135 to 145 inclusive and Blocks 233 to 241 inclusive, from A Agricultural Zone and OS4 Open Space Woodlot Zone to RD4(H) Residential Detached Zone Four with the Holding Symbol "H" to facilitate 61 lots with a minimum lot frontage of 9m, a minimum lot area of 243m², and a minimum lot depth of 27m for detached dwelling units;
 - b) rezone Lots 37 to 39 inclusive, Lots 51 to 56 inclusive, Lots 67 to 72 inclusive, Lots 83 to 85 inclusive, Lots 87 to 100 inclusive, Lots 103 to 106 inclusive, Lots 115 to 119 inclusive, Lots 123 to 134 inclusive, Lots 146 to 163 inclusive, Block 232 and Block 242 from A Agricultural Zone and OS4 Open Space Woodlot Zone to RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol "H" to facilitate 73 lots with a minimum lot frontage of 12m, a minimum lot area of 324m², and a minimum lot depth of 27m for detached dwelling units;
 - c) rezone Lots 40 to 50 inclusive, Lots 57 to 66 inclusive, Lots 73 to 82 inclusive, Lot 165, Lot 176, Lot 177, Lot 192, Lot 193, Block 228, Block 229 and Blocks 243 to 247 inclusive from A Agricultural Zone and OS4 Open Space Woodlot Zone to

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RD2(H) Residential Detached Zone Two with the Holding Symbol “H” to facilitate 39.5 lots with a minimum lot frontage of 15m, a minimum lot area of 450m² and a minimum lot depth of 30m, except for Lots 165, 176, 177, 192 and 193 and Blocks 228 and 229 which require exceptions to provide a minimum lot area of 365m², and minimum lot depth of 27m, for detached dwelling units;

- d) rezone Lot 164, Lots 166 to 175 inclusive and Block 227 from A Agricultural Zone and OS4 Open Space Woodlot Zone to RS1(H) Residential Semi-Detached Zone Four with the Holding Symbol “H” to facilitate 37 semi-detached dwelling units with minimum lot frontages of 7.5m per unit, minimum lot areas of 202m² per unit and minimum lot depths of 27m for;
- e) rezone Lots 178 to 191 inclusive, Block 230 and Block 231 from A Agricultural Zone and OS4 Open Space Woodlot Zone to RV4(H) Residential Urban Village Zone Four with the Holding Symbol “H” to facilitate lots with a minimum lot frontage of 7.5m, which all require exceptions to provide a minimum lot area of 219m² and a minimum lot depth of 27m for 16 semi-detached dwelling units;
- f) rezone Lots 194 to 202 inclusive and Blocks 213 to 225 inclusive from A Agricultural Zone and OS4 Open Space Woodlot Zone to RV3(H) Residential Urban Village Zone Three with the “H” Holding Symbol to provide for 17.5 lots for detached dwelling units with minimum lot frontages of 12 m, minimum lot areas of 360 m² and minimum lot depths of 30m;
- g) rezone Lots 203 to 210 inclusive, Blocks 211, Block 212 and Block 226 from A Agricultural Zone and OS4 Open Space Woodlot Zone to RV4(H) Residential Urban Village Zone Four with the Holding Symbol “H” to facilitate 11 lots with minimum lot frontages of 9.75m, minimum lot area of 292m² and minimum lot depths of 30m for detached dwelling units;
- h) require that prior to the removal of the Holding Symbol “H” from any Zone for Lots 1 to 210 inclusive and Blocks 211 to 247 inclusive, that water supply and sewage servicing capacity shall be identified and allocated by the City;
- i) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for the Blocks 211 to 247 inclusive with the Holding Symbol “H” where the Holding Symbol “H” can only be lifted when the Blocks are developed with the adjacent Part Blocks;
- j) rezone Block 248 from A Agricultural Zone to OS1 Open Space Conservation Zone to provide for a 1.359ha stormwater management pond facility;
- k) rezone Block 249 from A Agricultural Zone to OS1 Open Space Conservation Zone to provide for a 0.120ha pumping station;
- l) rezone Blocks 250 to 253 from A Agricultural Zone and OS4 Open Space Woodlot Zone to OS4 Open Space Woodlot Zone for a 0.501ha woodlot;
- m) rezone Block 254 from A Agricultural Zone to RD3 Residential Detached Zone Three for a 1.083ha school site; and
- n) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;

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3. THAT prior to the enactment of the implementing zoning by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
4. THAT Draft Plan of Subdivision 19T-97V19 (Sugarberry Holdings Inc.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
5. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-97V19 (Sugarberry Holdings Inc.) shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone and OS4 Open Space Woodlot Zone to:
 - RD2(H) Residential Detached Zone Two with the Holding Symbol "H" for Lots 40 to 50 inclusive, Lots 57 to 66 inclusive, Lots 73 to 82 inclusive, Lot 165, Lot 176, Lot 177, Lot 192, Lot 193, Block 228, Block 229 and Blocks 243 to 247 inclusive for detached dwelling units;
 - RD3(H) Residential Detached Zone Three with the Holding Symbol "H" for Lots 37 to 39 inclusive, Lots 51 to 56 inclusive, Lots 67 to 72 inclusive, Lots 83 to 85 inclusive, Lots 87 to 100 inclusive, Lots 103 to 106 inclusive, Lots 115 to 119 inclusive, Lots 123 to 134 inclusive, Lots 146 to 163 inclusive, Block 232 and Block 242 for detached dwelling units;
 - RV3(H) Residential Urban Village Zone Three with the Holding Symbol "H" for Lots 194 to 202 inclusive and Blocks 213 to 225 inclusive for detached dwelling units;
 - RD4(H) Residential Detached Zone Four with the Holding Symbol "H" for Lots 1 to 36 inclusive, Lot 86, Lot 101, Lot 102, Lots 107 to 114 inclusive, Lots 120 to 122 inclusive, Lots 135 to 145 inclusive and Blocks 233 to 241 inclusive for detached dwelling units;
 - RV4(H) Residential Urban Village Zone Four with the Holding Symbol "H" for Lots 203 to 210 inclusive, Blocks 211, Block 212 and Block 226 for detached dwelling units;
 - RS1(H) Residential Semi-Detached Zone Four with the Holding Symbol "H" Lot 164, Lots 166 to 175 inclusive and Block 227 for semi-detached dwelling units;
 - RV4(H) Residential Urban Village Zone Four with the Holding Symbol "H" for Lots 178 to 191 inclusive, Block 230 and Block 231 for semi-detached dwelling units;

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- OS1 Open Space Conservation Zone for Block 248 for a 1.359 ha stormwater management pond facility;
 - OS1 Open Space Conservation Zone for Block 249 for a 0.120 ha pumping station;
 - OS4 Open Space Woodlot Zone for Block 251 for a 0.497ha woodlot; and,
 - RD3 Residential Detached Zone Three for Block 254 for a 1.083ha school site.
2. Draft Plan of Subdivision approval as shown on Attachment #3 consisting of the following:
- 202 lots for detached dwelling units with frontages ranging from 11.6m to 15.24m, and 53 lots for semi-detached dwelling units with a lot frontage of 9.15m, for a total of 255 residential units on an area of 10.372ha;
 - 1 stormwater management pond block of 1.359ha;
 - 1 pumping station block of 0.120ha;
 - 3 woodlot blocks of 3.635ha; and,
 - 1 valleyland block of 0.219ha

Background - Analysis and Options

The 21.83ha subject lands shown on Attachment #2 are located on the east side of Pine Valley Drive, south of Major Mackenzie Drive, in Part of Lot 19, Concession 6, City of Vaughan. The site is relatively flat with a woodlot in the east end of the plan and valley lands at the south end of the plan.

The subject lands are designated “Low Density Residential”, “Tableland Woodlot”, “District Park”, “Secondary School” and “Greenway System” and are within the “Passer Waste Assessment Area” by OPA #600. The subject lands are zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. The surrounding land uses are:

- North - Plan of Subdivision 19T-97V21 (A Agricultural Zone and OS4 Open Space Woodlot Zone)
- South - residential (RV2(WS) Residential Urban Village Zone Two, RV3 Residential Urban Village Zone Three, RVM1 Residential Urban Village Multiple Zone One); valley lands (OS1 Open Space Conservation Zone); woodlots (OS4 Open Space Woodlot Zone)
- West - Pine Valley Drive; Kortright Centre for Conservation (OS2 Open Space Park Zone)
- East - Plan of Subdivision 19T-89081 (RV2(WS) Residential Urban Village Zone Two, RV4(WS) Residential Urban Village Zone Four), vacant (A Agricultural Zone)

Public Hearing

On October 22, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village and Millwood Woodend Ratepayers' Associations. No written comments have been received to date.

The recommendation of the Committee of the Whole to receive the Public Hearing report on November 15, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on November 22, 2004.

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Block 39 Block Plan

a) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located at the northwest quadrant of the block. Council, at its October 20, 1997 meeting, directed that any outstanding block plan issues be addressed through the draft plan of subdivision approval process.

On June 15, 2006, a revised block plan and supporting documentation were submitted to address issues such as stormwater management, traffic and school/park campus location. Supporting documentation, which included an updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto and Region Conservation Authority Staff. The block plan was reviewed and further revised (September 5, 2006) as shown on Attachment #4.

The revised Block Plan resulted in modifications to the lotting and road layouts, stormwater management facilities and woodlot/buffer configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre, and school/park campus in the northwest section of the block. Revisions made to the lotting pattern resulted in increased lot depths of 23.5m for wide-shallow lots, 30m for conventional lots for detached dwellings, and 29m for street townhouse lots.

The Development and Policy Planning Departments have reviewed the proposed changes and are supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to a condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block Plan.

b) Block 39 Densities

The proposed unit types and densities for each of the designations within the revised portion of the Block Plan conform to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per ha. The maximum average net density taken across the low density areas is 13.42 units per ha, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per ha.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per ha, and the maximum net residential density shall be 40 units per ha. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per ha, which also conforms to the range of 25 to 35 units per ha provided by the Official Plan.

Official Plan

a) Land Use Designation

The subject lands as shown on Attachment #5 are designated "Low Density Residential", "Tableland Woodlot", "District Park", "Secondary School", "Stormwater Management" and "Greenway System" and are within the "Passer Waste Assessment Area" by OPA #600. The low density residential designation permits detached and semi-detached dwelling units, schools, parks and open spaces on the subject lands. The "Greenway" designation along the north side of Street "1", along with the woodlots and valley lands, form an east-west linear open space corridor, which intersects with Pine Valley Drive to link to the Kortright Centre, west of the subject lands, as shown on Attachment #2. The uses proposed in the plan conform to the Official Plan.

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b) Residential Density

OPA #600 permits a low density residential density of a maximum of 22 units per hectare on a site, and within a block plan area a maximum average net density between 16 to 18 units per hectare. The density calculation includes the lands for local and primary roads, and residential units. The proposed plan of subdivision yields a residential density of 17 units per ha. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

Zoning

The subject lands are currently zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the lands from A Agricultural Zone to the following residential zones in accordance with the standard requirements of Schedule "A1" in By-law 1-88:

a) Residential Lands

- i) Lots 40 to 50 inclusive, Lots 57 to 66 inclusive, Lots 73 to 82 inclusive, Lot 165, Lot 176, Lot 177, Lot 192, Lot 193, Block 228, Block 229 and Blocks 243 to 247 inclusive, as shown on Attachment #3, are proposed to be zoned RD2(H) Residential Detached Zone Two with the Holding Symbol "H" to facilitate the development of 39.5 lots for detached dwelling units with exceptions for Lots 165, 176, 177, 192 and 193 and Blocks 228 and 229 to permit a minimum lot area of 365m² and minimum lot depth of 27m;
- ii) Lots 37 to 39 inclusive, Lots 51 to 56 inclusive, Lots 67 to 72 inclusive, Lots 83 to 85 inclusive, Lots 87 to 100 inclusive, Lots 103 to 106 inclusive, Lots 115 to 119 inclusive, Lots 123 to 134 inclusive, Lots 146 to 163 inclusive, Block 232 and Block 242, as shown on Attachment #3, are proposed to be zoned RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate the development of 73 lots for detached dwelling units;
- iii) Lots 194 to 202 inclusive and Blocks 213 to 225 inclusive, as shown on Attachment #3, are proposed to be zoned RV3(H) Residential Urban Village Zone Three with the Holding Symbol "H" to facilitate the development of 17.5 lots for detached dwelling units;
- iv) Lots 1 to 36 inclusive, Lot 86, Lot 101, Lot 102, Lots 107 to 114 inclusive, Lots 120 to 122 inclusive, Lots 135 to 145 inclusive and Blocks 233 to 241 inclusive, as shown on Attachment #3, are proposed to be zoned RD4(H) Residential Detached Zone Four with the Holding Symbol "H" to facilitate the development of 61 lots for detached dwelling units;
- v) Lots 203 to 210 inclusive, Blocks 211, Block 212 and Block 226, as shown on Attachment #3, are proposed to be zoned RV4(H) Residential Urban Village Zone Four with the Holding Symbol "H" to facilitate the development of 11 lots for detached dwelling units;
- vi) Lot 164, Lots 166 to 175 inclusive and Block 227, as shown on Attachment #3, are proposed to be zoned RS1(H) Residential Semi-Detached Zone Four with the Holding Symbol "H" to facilitate the development of 37 semi-detached dwelling units; and,

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- vii) Lots 178 to 191 inclusive, Block 230 and Block 231, as shown on Attachment #3, are proposed to be zoned RV4(H) Residential Urban Village Zone Four with the Holding Symbol “H” to facilitate lots with a minimum lot frontage of 7.5m, and zoning exceptions permit a minimum lot area of 219m² and minimum lot depths of 27m for 16 semi-detached dwelling units.

The draft plan of subdivision will be developed in accordance with Schedules “A1” and “A3” in By-law 1-88. The majority of the draft plan of subdivision, as shown on Attachment #3, will be subject to the newer zoning standards set out in Schedule “A3”. However, the Blocks which abut the adjacent lands to the south and east will be zoned in accordance with Schedule “A1” in order to coordinate with the existing zoning and maintain continuity with the adjacent development.

The proposed residential lots will be implemented in accordance with the zones and standards provided on Schedule “A3” to By-law 1-88:

- i) RD2 Residential Detached Zone Two (detached dwelling units)
- Minimum Lot Frontage 15m
 - Minimum Lot Area 450m²
 - Maximum Building Height 11m
 - Minimum Lot Depth 30m
- ii) RD3 Residential Detached Zone Three (detached dwellings)
- Minimum Lot Frontage 12m
 - Minimum Lot Area 324m²
 - Maximum Building Height 11m
- iii) RD4 Residential Detached Zone Four (detached dwellings)
- Minimum Lot Frontage 9m
 - Minimum Lot Area 243m²
 - Maximum Building Height 11m
- iv) RS1 Residential Semi-Detached Zone One (semi-detached dwellings)
- Minimum Lot Frontage 7.5m per unit
 - Minimum Lot Area 202m² per unit
 - Maximum Building Height 11m
 - Minimum Number of Parking 2 spaces
- v) RD2 Residential Detached Zone Two, RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four and RS1 Residential Semi-Detached Zone One in Schedule “A3” (standards common to each zone)
- Minimum Front Yard 4.5m
 - Minimum Rear Yard 7.5m
 - Minimum Interior Side Yard 1.2m
 - Minimum Exterior Side Yard 2.4m
 - Minimum Lot Depth 27m (except for the RD2 Zone)
 - Maximum Building Height 9.5m
 - Minimum Number of Parking 3 spaces (except for the RS1 Zone)

The Blocks (part lots) in the proposed draft plan of subdivision will be zoned in accordance with the existing zoning for the adjacent lands and to be implemented under Schedule “A1” to By-law 1-88, subject to Exception 9(1024) as follows:

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- i) RV3 Residential Urban Village Zone Three (detached dwellings)
 - Minimum Lot Frontage 15.5m
 - Minimum Lot Area 450m²
 - Minimum Number of Parking 3 spaces

- ii) RV4 Residential Urban Village Zone Four (detached and semi-detached dwellings)

	<u>Detached</u>	<u>Semi-detached</u>
• Minimum Lot Frontage	9.75 m	7.5m
• Minimum Lot Area	292 m ²	225m ²
• Minimum Number of Parking	2 spaces	2 spaces

- iii) RV3 Residential Urban Village Zone Three and RV4 Residential Urban Village Zone Four (common standards detached and semi-detached dwelling units)
 - Minimum Front Yard 3.0m
 - Minimum Rear Yard 7.5m
 - Minimum Interior Side Yard 1.2m
 - Minimum Exterior Side Yard 2.4m
 - Minimum Lot Depth 30m
 - Maximum Building Height 9.5m

Exceptions are required for the minimum lot area and minimum lot depth standards for the RD2 Residential Detached Zone Two to facilitate lots for detached dwelling units and the RV4 Residential Urban Village Zone Four standards to facilitate lots for semi-detached dwelling units in the proposed plan in order to coordinate with existing zoning and lotting for the adjacent lands for detached and semi-detached dwelling units. The Development Planning Department supports these modifications to the residential zones in order to be consistent with the exceptions provided for the existing plans of subdivision in Block 39 West.

Lots 1 to 210 inclusive and Blocks 211 to 247 inclusive will be zoned with addition of the Holding Symbol "H" and the implementing Zoning By-law will require that prior to the removal of the "H" Holding Symbol from any Zone that water supply and sewage servicing capacity shall be identified and allocated by the City. Blocks 211 to 247 inclusive will also be zoned with the addition of the Holding Symbol "H", which can only be lifted when the Blocks are developed with the part blocks in the adjacent plan of subdivision.

b) Non-Residential Lands

The proposed draft plan, as shown on Attachment #3, provides for open space and elementary school uses, which will be zoned as follows:

- i) Block 248 - OS1 Open Space Conservation Zone to facilitate a 1.359ha stormwater management pond facility;
- ii) Block 249 - OS1 Open Space Conservation Zone to facilitate a 0.120ha pumping station;
- iii) Block 251 - OS4 Open Space Woodlot Zone for a 0.501ha woodlot; and,
- iv) Block 254 - RD3 Residential Detached Zone Three to facilitate a 1.083ha school site.

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The determination of the limits of the woodlot has resulted in the rezoning of lands to OS4 Open Space Woodlot Zone to protect the woodlot.

Subdivision Design

The 21.83ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 202 lots for detached dwelling units with frontages ranging from 11.6m to 15.24m, and 53 lots with a frontage of 9.15m for semi-detached dwelling units, totaling 255 residential units on an area of 10.372ha;
- 1 stormwater management pond block of 1.359ha;
- 1 pumping station block of 0.120ha;
- 3 woodlot blocks of 3.635ha; and,
- 1 valley land block of 0.219ha.

The draft plan includes an east-west traversing 26m wide primary road identified as Street “1”, which will connect Pine Valley Drive with Weston Road. Street “2” in the draft plan is a north-south traversing 23m wide primary road, which will become part of Via Campanile which connects Rutherford Road to Major Mackenzie Drive.

The proposed stormwater management pond and school are to be developed with the lands to the north in Plan of Subdivision 19T-97V21. The northerly part of the woodlot is within Plans of Subdivision 19T-97V21 and 19T-04V01.

The development details for the draft plan of subdivision are as follows:

202 Detached Units	8.961ha
53 Semi-Detached Units	1.411ha
Block 248 (Stormwater Management Pond)	0.473ha
Block 249 (Pumping Station)	1.359ha
Blocks 250-252 (Woodlot)	3.365ha
Block 253 (Valley)	0.219ha
Block 254 (School)	1.083ha
Block 255 (Road Widening)	0.224ha
0.3 M Reserves	0.026ha
Blocks 293-301 (Buffers)	0.155ha
<u>Streets</u>	<u>0.086ha</u>
Total Draft Plan Area	21.830ha

All development within the Block 39 Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition in this respect is included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, community edge treatment along Pine Valley Drive, and tableland woodlot edge management rehabilitation treatment.

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.

Energy Star Homes

The Development Planning Department, together with the Toronto and Region Conservation Authority (TRCA), Powerstream, and Canada Mortgage and Housing Corporation (CMHC) have

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been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre for Conservation. The purpose of the sustainable community pilot project is, “to mirror some of the work being undertaken by the TRCA at the Kortright Centre which is being transformed into the TRCA’s new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development, with the design and construction of two “Archetype” homes, which will be used as demonstration and learning tools for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be developed to LEED Gold and ENERGY STAR standards. The Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context due to its proximity to the Kortright Centre.

The remaining eight developers within the north-west portion of the Block 39 Plan have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region. In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continue to be explored through the implementation process.

A condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the addition of the Holding Symbol “H” and that prior to the removal of the Holding Symbol “H” from Lots 1 to 210 inclusive and Blocks 211 to 247 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department’s requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan which is to be submitted for review. Conditions of draft approval with respect to the Engineering Department’s requirements have been included in Attachment #1.

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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 subject lands do not include any parkland and 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.

Archaeological 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.

York Region Public School Board

The Public School Board has advised that the Board requires the 1.083ha Block 254 for an elementary school. Part of the school site is located within Plan of Subdivision 19T-97V21 to the north. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a site area of 2.4ha. Prior to approval of the plan, the size and configuration of the School block will be finalized.

The Region of York

The Region of York has no objection to the approval of the proposed plan subject to water supply and sewage servicing capacity being identified and allocated, and the Owner satisfying the Region's conditions in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP to address outstanding issues respecting the appropriate buffers for the woodlots and valleyland, including the 10m buffer for residential lots abutting the valleylands, stormwater management including pre-development and post-development flows, stormwater assumptions respecting external developments and stormwater pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post and Power Stream 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-97V19 (Sugarberry Holdings Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the

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Zoning By-law, the Block 39 Block Plan, and the area context. The proposed draft plan of subdivision consisting of 255 residential units and a school site on approximately 21.830ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

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, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
8. Location Map
9. Draft Plan of Subdivision 19T-97V19
10. Block 39 Block Plan
11. OPA #600 – Vellore Urban Village 1 Land Use Schedule

Report prepared by:

Judy Jeffers, Planner, ext. 8645
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 66, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.97.073
DRAFT PLAN OF SUBDIVISION FILE 19T-97V21
BRALAWN DEVELOPMENTS INC.
REPORT #P.2004.41**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Revised Block 39 Block Plan File BL.39.96, dated, September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
2. THAT Zoning By-law Amendment File Z.97.073 (Bralawn Developments Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 1 to 25 inclusive, Blocks 60 to 67 inclusive and Blocks 71 to 78 inclusive from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol "H" to facilitate 33 lots with a minimum lot frontage of 15m, a minimum lot area of 450m² and a minimum lot depth of 30m for detached dwelling units;
 - b) rezone Lots 26 to 30 inclusive, Lot 46, Lot 47, Blocks 48 to 59 inclusive, Blocks 68 to 70 inclusive and Block 79 from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate 15 lots with a minimum lot frontage of 12m, a minimum lot area of 324m² and a minimum lot depth of 27m for detached dwelling units;
 - c) rezone Lots 31 to 45 inclusive and Blocks 80 to 82 inclusive from A Agricultural Zone to RD4(H) Residential Detached Zone Four with the Holding Symbol "H" to facilitate 16.5 lots with a minimum lot frontage of 9m, a minimum lot area of 243m² and a minimum lot depth of 27m for detached dwelling units;

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- d) require that prior to the removal of the Holding Symbol "H" from Lots 1 to 47 inclusive and Blocks 48 to 82 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City;
 - e) permit only a use legally existing as of the date of enactment of the implementing by-law for Blocks 48 to 82 inclusive with the Holding Symbol "H" where the Holding Symbol "H", can only be lifted when the Blocks are developed with the adjacent lands;
 - f) rezone Block 83 from A Agricultural Zone to RD3 Residential Detached Zone Three for a 1.347ha school site;
 - g) rezone Block 84 from A Agricultural Zone to OS2 Open Space Park Zone to provide for a 0.789ha park;
 - h) rezone Block 85 from A Agricultural Zone to OS4 Open Space Woodlot Zone for a 3.120ha woodlot;
 - i) rezone Block 86 from A Agricultural Zone to OS1 Open Space Conservation Zone to provide for a 0.947ha stormwater management pond facility; and
 - j) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;
3. THAT prior to the enactment of the implementing by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.
4. THAT Draft Plan of Subdivision 19T-97V21 (Bralawn Developments Inc.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
5. THAT for the purposes of notice, the implementing subdivision agreement for Plan of Subdivision 19T-97V21 (Bralawn Developments Inc.) shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone and OS4 Open Space Woodlot Zone to:

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- RD2(H) Residential Detached Zone Two with the Holding Symbol "H" for Lots 1 to 25 inclusive, Blocks 60 to 67 inclusive and Blocks 71 to 78 inclusive for detached dwelling units;
 - RD3(H) Residential Detached Zone Three with the Holding Symbol "H" for Lots 26 to 30 inclusive, Lot 46, Lot 47, Blocks 48 to 59 inclusive and Blocks 68 to 70 inclusive and Block 79 for detached dwelling units;
 - RD4(H) Residential Urban Village Zone Four with the Holding Symbol "H" for Lots 31 to 45 inclusive and Blocks 80 to 82 inclusive for detached dwelling units;
 - OS1 Open Space Conservation Zone for Block 86 for a 0.947ha stormwater management pond facility;
 - OS2 Open Space Park Zone for Block 84 for a 0.789ha park;
 - OS4 Open Space Woodlot Zone for Block 85 for a 3.120ha woodlot; and,
 - RD3 Residential Detached Zone Three for Block 83 for a 1.347ha school site.
2. Draft Plan of Subdivision approval as shown on Attachment #3 consisting of the following:
- 64.5 lots with a lot frontage ranging from 11.6m to 15.24m for detached dwelling units on an area of 3.170ha;
 - 1 stormwater management pond block of 0.947ha;
 - 1 park block of 0.789ha;
 - 1 woodlot block of 3.120ha; and,
 - 1 school block of 1.347ha.

Background - Analysis and Options

The 11.058ha subject lands shown on Attachment #2 are located on the east side of Pine Valley Drive, south of Major Mackenzie Drive, in Part of Lot 19, Concession 6, City of Vaughan. The site is relatively flat with a woodlot in the easterly portion of the plan.

The subject lands are designated "Low Density Residential", "Tableland Woodlot", "District Park", and "Secondary School" and are within the "Passer Waste Assessment Area" by OPA #600. The subject lands are zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. The surrounding land uses are:

- North - Plan of Subdivision 19T-04V01 (A Agricultural Zone and OS4 Open Space Woodlot Zone)
- South - Plan of Subdivision 19T-97V19 (A Agricultural Zone and OS4 Open Space Woodlot Zone)
- West - Pine Valley Drive; Kortright Centre for Conservation (A Agricultural Zone and OS2 Open Space Park Zone)
- East - residential (RV4 Residential Urban Village Zone Four)

Public Hearing

On January 23, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village and Millwood Woodend Ratepayers' Associations. No written comments have been received to date.

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The recommendation of the Committee of the Whole to receive the Public Hearing report on February 16, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 23, 2004.

Block 39 Block Plan

a) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located at the northwest quadrant of the block. Council, at its October 20, 1997 meeting, directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan, and supporting documentation were submitted to address issues such as stormwater management, traffic and school/park campus location. Supporting documentation, which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto and Region Conservation Authority Staff. A further revised block plan (September 5, 2006) is shown on Attachment #4.

The revised Block Plan resulted in modifications to the lotting and road layouts, stormwater management facilities and woodlots/buffers configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre, and school/park campus in the northwest portion of the block. Revisions made to the lotting pattern resulted in increased 30m lot depths for conventional lots for detached dwellings and 29m for street townhouse lots.

The Development and Policy Planning Departments have reviewed the proposed changes and are supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to a condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block 39 Plan.

b) Block 39 Densities

The proposed unit types and densities for each designation within the revised portion of the Block Plan conform to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per ha. The maximum average net density taken across the low density area within the Block Plan, is 13.42 units per ha, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per ha.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per ha, and the maximum net residential density shall be 40 units per ha. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per ha, which conforms to the density range of 25 to 35 units per ha provided by the Official Plan.

Official Plan

a) Land Use Designation

The subject lands as shown on Attachment #5 are designated "Low Density Residential", "Tableland Woodlot", "District Park", and "Secondary School" and are within the "Passer Waste Assessment Area" by OPA #600. The low density residential designation permits detached and semi-detached dwelling units, schools, parks and open spaces on the subject lands. The woodlot and park lands form an east-west linear open space corridor, which connects through Plan of

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Subdivision 19T-97V19 to the south, and is continued to the north\south and the east\west greenways in Plan of Subdivision 19T-97V19 which intersects with Pine Valley Drive to link to the Kortright Centre west of the subject lands, as shown in Attachment #2. The uses proposed in the plan conform to the Official Plan.

b) Residential Density

OPA #600 permits a low density residential density of a maximum of 22 units per hectare on a site, and within a block plan area a maximum average net density between 16 to 18 units per hectare. The density calculation includes the lands for local and primary roads, and residential units. The proposed plan of subdivision yields a residential density of 13.52 units per ha. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

Zoning

The subject lands are currently zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands from A Agricultural Zone to the following residential zones in accordance with the standard requirements of Schedule "A1" in By-law 1-88:

a) Residential Lands

- i) Lots 1 to 25 inclusive, Blocks 60 to 67 inclusive and Blocks 71 to 78 inclusive - RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol "H" to facilitate the development of 33 lots for detached dwelling units;
- ii) Lots 26 to 30 inclusive, Lot 46, Lot 47, Blocks 48 to 59 inclusive and Blocks 68 to 70 inclusive and Block 79 - RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate the development of 15 lots for detached dwelling units; and,
- iii) Lots 31 to 45 inclusive and Blocks 80 to 82 inclusive - RV3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate the development of 16.5 lots for detached dwelling units.

The proposed plan will be developed in accordance with the newer standards contained in Schedule "A3" in By-law 1-88, rather than the previous standards in Schedule "A1" that were applied to the existing residential areas in Block 39. The typical standards for each zone on Schedule "A3" are as follows:

i) RD2 Residential Detached Zone Two (detached dwellings)

- Minimum Lot Frontage 15m
- Minimum Lot Area 450m²
- Maximum Building Height 11m
- Minimum Lot Depth 30m

ii) RD3 Residential Detached Zone Three (detached dwellings)

- Minimum Lot Frontage 12m
- Minimum Lot Area 324m²
- Maximum Building Height 11m

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- iii) RD4 Residential Detached Zone Four (detached dwellings)
- Minimum Lot Frontage 9m
 - Minimum Lot Area 243m²
 - Maximum Building Height 11m
- iv) RD2 Residential Detached Zone Two, RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four in Schedule "A3" (common standards for each Zone)
- Minimum Front Yard 4.5m
 - Minimum Rear Yard 7.5m
 - Minimum Interior Side Yard 1.2m
 - Minimum Exterior Side Yard 2.4m
 - Minimum Lot Depth 27m (except for the RD2 Zone)
 - Maximum Building Height 9.5m
 - Minimum Number of Parking 3/2 spaces (varies with lot frontage)

Lots 1 to 47 inclusive and Blocks 48 to 82 inclusive will be zoned with the addition of the Holding Symbol "H", and prior to the removal of the Holding Symbol "H" from any Zone, water supply and sewage servicing capacity shall be identified and allocated by the City. Blocks 48 to 82 inclusive will also be zoned with the Holding Symbol "H", which will only be lifted when the Blocks develop with the Blocks on the adjacent lands.

b) Non-Residential Lands

The draft plan, as shown on Attachment #3, provides for open space and elementary school uses which will be zoned as follows:

- i) Block 86 - OS1 Open Space Conservation Zone to facilitate a 0.947ha stormwater management pond facility;
- ii) Block 84 - OS1 Open Space Park Zone to facilitate a 0.789ha park;
- iii) Block 85 - OS4 Open Space Woodlot Zone for a 3.120ha woodlot; and,
- iv) Block 83 - RD3 Residential Detached Zone Three to facilitate a 1.347ha school site.

The determination of the limits of the woodlot has resulted in the rezoning of lands to OS4 Open Space Woodlot Zone to protect the woodlot.

Subdivision Design

The 11.058ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 64.5 lots with frontages ranging from 11.6m to 15.24m on an area of 3.170ha for detached dwelling units;
- 1 stormwater management pond block of 0.947ha;
- 1 park block of 0.789ha;
- 1 woodlot block of 3.120ha; and,
- 1 school block of 1.347ha.

The proposed draft plan of subdivision includes a north-south traversing 23m wide primary road identified as Street "1", which will form part of Via Campanile, which connects Rutherford Road to Major Mackenzie Drive.

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The proposed stormwater management pond and school are to be developed with the lands to the south in Plan of Subdivision File 19T-97V19 (Sugarberry Holdings Inc.). The proposed park and stormwater management pond will be developed with the lands to the north in Plan of Subdivision File 19T-04V01 (1307180 Ontario Inc.). The southerly part of the woodlot is located within Plan of Subdivision File 19T-97V21 (Bralawn Developments Inc.) and the northerly part of the woodlot is within Plan of Subdivision 19T-04V01.

The development details for the draft plan of subdivision are as follows:

64.5 Detached Units	3.170ha
Block 86 (Stormwater Management Pond)	0.947ha
Block 84 (Park)	0.789ha
Block 85 (Woodlot)	3.120ha
Block 83 (School)	1.347ha
Block 87(Road Widening)	0.083ha
0.3 M Reserves	0.003ha
<u>Streets</u>	<u>1.599ha</u>
Total Draft Plan Area	11.058ha

All development within the Block 39 Planning Area are subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, community edge treatment along Pine Valley Drive, and tableland woodlot edge management rehabilitation treatment.

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.

Energy Star Homes

The Development Planning Department, together with the Toronto and Region Conservation Authority (TRCA), Powerstream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre for Conservation. The purpose of the sustainable community pilot project is, “to mirror some of the work being undertaken by the TRCA at the Kortright Centre which is being transformed into the TRCA’s new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development, with the design and construction of two “Archetype” homes, which will be used as demonstration and learning tools for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be developed to LEED Gold and ENERGY STAR standards. The Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context due to its proximity to the Kortright Centre.

The remaining eight developers within the north-west portion of the Block 39 Plan have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region. In addition to the ENERGY STAR certification of the homes, a number of other

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alternative subdivision design standards addressing sustainability have been discussed and will continued to be explored through the implementation process.

A condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 1 to 47 inclusive and Blocks 48 to 82 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan which is to 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 subject lands include a site for a 0.789ha park and therefore, cash-in-lieu of the dedication of parkland may be required for the subject lands to address any underdedication of parkland. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological 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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York Region Public School Board

The Public School Board has advised that the Board requires the 1.347ha Block 83 for an elementary school. Part of the school site is located within Plan of Subdivision 19T-97V19 to the south. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a minimum site area of 2.4ha. Prior to approval of the plan, the size and configuration of the School Block will be finalized.

The Region of York

The Region of York has no objection to the approval of the proposed plan subject to water supply and sewage servicing capacity being identified and allocated and the Owner satisfying the Region's conditions set out in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP address outstanding issues respecting the appropriate buffers for the woodlots and valleyland, including the 10m buffer for residential lots abutting the valleylands, stormwater management including pre-development and post-development flows, stormwater assumptions respecting external developments and stormwater pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post and Power Stream have advised that they have no objections to the approval of 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 File 19T-97V21 (Bralawn Developments Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Block Plan, and the area context. The proposed draft plan of subdivision consisting of 64.5 residential units and a school site on approximately 11.058ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-97V21
4. Block 39 Block Plan
5. OPA #600 – Vellore Urban Village 1 Land Use Schedule

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EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

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Report prepared by:

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

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 67, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.03.014
DRAFT PLAN OF SUBDIVISION FILE 19T-03V03
TERWOL DEVELOPMENTS INC.
REPORT #P.2003.29**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community;**
- 4) That the written submission of Mr. Tim Sorochinsky, President, Millwood Woodend Ratepayers Association, 275 Millwood Parkway, Woodbridge, L4L 1A6, dated September 1, 2006, be received; and**
- 5) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Revised Block Plan for Block File BL.39.96, dated September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
2. THAT Zoning By-law Amendment File Z.03.014 (Terwol Developments Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Blocks 1 to 36 inclusive, Blocks 39 to 43 inclusive and Block 50 from A Agricultural Zone to RT1(H) Residential Townhouse Zone with the "H" Holding Symbol to provide for 204 street townhouse dwelling units with minimum lot frontages of 6 m per unit, minimum lot areas of 162 m², and minimum lot depths of 27 m;
 - b) rezone Block 38 from A Agricultural Zone to C4 Neighbourhood Commercial Zone for a 1.06 ha neighbourhood commercial site;
 - c) rezone Block 49 from A Agricultural Zone to RVM2(H) Residential Urban Village Multiple Dwelling Zone Two with the "H" Holding Symbol for the 0.088 ha site to be developed with the adjacent lands for a future mixed residential/commercial development;

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- d) require that prior to the removal of the “H” Holding Symbol for Blocks 1 to 36 inclusive, Blocks 39 to 43 inclusive and Block 50, that water supply and sewage servicing capacity shall be identified and allocated by the City;
 - e) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for Blocks 39 to 43 inclusive with the “H” Holding Symbol, where the Holding Symbol “H” can only be lifted when the Block develops with the adjacent lands;
 - f) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for Block 50 with the “H” Holding Symbol, where the Holding Symbol “H” can only be lifted when the easement issues respecting access are addressed;
 - g) maintain the existing A Agricultural Zone on "Future Residential Use" Block 37; and,
 - h) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;
3. THAT prior to the enactment of the implementing zoning by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
4. THAT Draft Plan of Subdivision 19T-03V03 (Terwol Developments Inc.), as red-lined (September 18, 2006), and shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
5. THAT for the purposes of notice, the implementing subdivision agreement for Plan of Subdivision 19T-03V03 (Terwol Developments Inc.) shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
6. THAT the Owner shall enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RT1(H) Residential Townhouse Zone with the “H” Holding Symbol for Blocks 1 to 36 inclusive, Blocks 39 to 43 inclusive, and Block 50, for 204 street townhouse dwelling units;

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- C4 Neighbourhood Commercial Zone for Block 38 for a 1.06 ha neighbourhood commercial site; and,
 - RVM2(H) Residential Urban Village Multiple Dwelling Zone Two with the “H” Holding Symbol for Block 49 for the 0.088 ha site to be developed with the adjacent lands for a future mixed residential/commercial development.
2. Draft Plan of Subdivision approval (Attachment #3) consisting of the following:
- 204 lots for street townhouse dwelling units with frontages of 6 m on an area of 4.049 ha;
 - 1 neighbourhood commercial block of 1.062 ha;
 - 1 future mixed residential/commercial development of 0.088 ha; and,
 - 1 future medium density residential block of 1.062 ha.

Background - Analysis and Options

The 8.782 ha subject lands, shown on Attachment #2 are located west of Weston Road, on the south side of Major Mackenzie Drive, in Part of Lot 20, Concession 6, City of Vaughan. The site is relatively flat with no significant vegetation.

The subject lands are designated “Medium Density Residential/Commercial” with a “Neighbourhood Commercial” overlay designation, and are within the “Passer Waste Assessment Area” by OPA #600. The subject lands are zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - Major Mackenzie Drive; agricultural (A Agricultural Zone)
- South - residential (RV3 and RV4 Residential Urban Village Zones Three and Four)
- West - Plan of Subdivision 19T-03V24 (A Agricultural Zone)
- East - Plan of Subdivision 19T-03V10 (A Agricultural Zone)

Public Hearing

On March 14, 2003, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village and Millwood Woodend Ratepayers' Associations. The recommendation of the Committee of the Whole to receive the Public Hearing report on April 7, 2003, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 14, 2004.

A letter dated September 1, 2006 was received from the Millwood Woodend Ratepayers Association respecting the proposed future block for a senior's residential development, specifically the height of the proposal to not exceed 2-storeys in height. The proposed block (Block 37) for a senior's residential development will be redlined revised in the draft plan to indicate as a "Future Medium Density Residential" Block as the final unit count and building form have not been determined. The proposed block for a senior's residential development is subject to site development approval where the Ratepayer Association's will be circulated and have the opportunity to provide comments on the site plan and elevation details.

The recommendation of the Committee of the Whole to receive the Public Hearing report on April 7, 2003, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 14, 2004.

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Block 39 Block Plan

a) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located in the northwest quadrant of the block. Council, at its October 20, 1997 meeting, directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan and supporting documentation were submitted to address issues such as stormwater management, traffic and school/park campus location. Supporting documentation, which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto and Region Conservation Authority Staff.

The Block Plan was further revised on September 6, 2006, which resulted in additional modifications to the lotting and road layouts, stormwater management facilities, and woodlot/buffer configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre, and school/park campus in the northwest section of the block. Revisions made to the lotting pattern resulted in increases in the lot depths of 23.5 m for wide-shallow lots, 30m depths for conventional detached lots, and 29m depths for street townhouse lots.

The Development and Policy Planning Departments have reviewed the proposed changes and are generally supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to the condition of approval in Attachment #1.

b) Block 39 Densities

The proposed unit types and densities for each designation within the revised portion of the Block Plan conforms to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per ha. The maximum average net density taken across the low density areas within the Block Plan is 13.42 units per ha, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per ha.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per ha, and the maximum net residential density shall be 40 units per ha. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per ha, which conforms to the density range of 25 to 35 units per ha provided by the Official Plan.

Official Plan

a) Land Use Designation

The subject lands as shown on Attachment #5 are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial" overlay designation, and are within the "Passer Waste Assessment Area" by OPA #600, as shown on Attachment #5. The medium density residential designation permits detached, semi-detached and street townhouse dwelling units, schools, parks and commercial uses on the subject lands. The neighbourhood commercial designation permits a food store, drug store, pharmacy, bank and financial institution, business and professional office, retail store, restaurant and service station uses. The uses proposed in the plan conform to the Official Plan.

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b) Residential

OPA #600 permits in the "Medium Density Residential/Commercial" designation a net residential density of between a minimum of 17 units per ha to a maximum of 40 units per ha on only one site, and within a block plan area a maximum average net density between a minimum of 25 units per ha to a maximum of 35 units per ha. The density calculation includes the lands for local and primary roads, and residential units. The proposed plan of subdivision (street townhouse units only) yields a residential density of 33 units per ha. The proposed plan of subdivision conforms to the density requirements of the Official Plan. The final unit count and building form for Block 37, which proposes a senior's residential development on a 1.062 ha block, is not included in the density calculation for the draft plan, as the unit count and building form has not been determined for this block, and will need to be confirmed upon submission of a site plan application. In order to confirm that the future development of this block does not exceed the maximum density permitted by the Official Plan, the subdivision plan will be red-lined to identify Block 37 as "Future Medium Density Residential", with the zoning to remain as A Agricultural Zone. A further zoning by-law amendment application will be required upon the density and development form for the property being confirmed.

c) Commercial

The "Neighbourhood Commercial" designation permits commercial uses within a neighbourhood commercial centre which facilitates commercial development of approximately 5,000m² to 15,000m² of gross leasable area, but shall not exceed 20,000m² of gross leasable area.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the lands from A Agricultural Zone to the following residential zones in accordance with the newer standards of Schedule "A3" of By-law 1-88, and residential and commercial zones in accordance with the existing standards of Schedule "A1" in By-law 1-88, where development in the subject plan must be co-ordinated with existing approved plans in adjacent developments:

a) Residential Lands

- i) Blocks 1 to 36 inclusive, Blocks 39 to 43 inclusive and Block 50, as shown on Attachment #3, are proposed to be zoned RT1(H) Residential Townhouse Zone with the "H" Holding Symbol to facilitate the development by 204 street townhouse dwelling units; and,
- ii) Block 49, as shown on Attachment #3, is proposed to be zoned to RVM2(H) Residential Urban Village Multiple Dwelling Zone Two with the "H" Holding Symbol to facilitate the development of the 0.088ha block with the adjacent lands for a future mixed residential/commercial development.

The RT1 Residential Detached Zone Three (street townhouse dwellings) standards are as follows:

- | | |
|------------------------------|-----------------------------|
| • Minimum Lot Frontage | 6 m per unit |
| • Minimum Lot Area | 162 m ² per unit |
| • Minimum Front Yard | 4.5 m |
| • Minimum Rear Yard | 7.5 m |
| • Minimum End Unit Side Yard | 1.2 m |
| • Minimum Exterior Side Yard | 4.5 m |
| • Minimum Lot Depth | 27 m |

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- Maximum Building Height 11 m
- Minimum Number of Parking 2 spaces

Block 49 will be zoned RVM2 Residential Urban Village Multiple Dwelling Zone Two, in accordance with By-law 1-88, subject to Exception 9(1267) in order for the Block to coincide with the lands to the east to be developed with Plan of Subdivision 19T-03V10, to implement the requirements of the Vellore Village District Centre Plan.

As discussed in the previous section, of this report, Block 37 (Future Medium Density Residential) will remain as A Agricultural Zone, until a site plan application is submitted to confirm the density and development form on the site, which must be in conformity with the Official Plan. A further zoning by-law amendment application will be required to address future development on Block 37.

Blocks 1 to 36 inclusive, Blocks 39 to 43 inclusive and Block 50 will be zoned with the “H” Holding Symbol. Prior to the removal of the “H” Holding Symbol, the water supply and sewage servicing capacity shall be identified and allocated by the City. Additional conditions are to be met prior to the removal of the “H” Holding Symbol from Blocks 39 to 43 inclusive, which requires the Blocks be developed with the adjacent lands, and Block 50 which requires the easement issues respecting access to be addressed to the satisfaction of the City.

b) Commercial Lands

The draft plan, as shown on Attachment #3, provides for commercial uses which will be zoned as follows:

- Block 38, as shown on Attachment #3, is to be zoned C4 Neighbourhood Commercial Zone, to facilitate a 1.06 ha neighbourhood commercial site.

Subdivision Design

The 8.782 ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 204 lots for street townhouse dwelling units with frontages of 6 m on an area of 4.049 ha;
- 1 neighbourhood commercial block of 1.062 ha;
- 1 future mixed residential/commercial development of 0.088 ha; and,
- 1 future medium density residential block of 1.062 ha.

The draft plan includes a north-south traversing 26 m wide primary road that forms part of the extension of Fossil Hill Road, which intersects with Major Mackenzie Drive. The draft plan also includes part of the right-of-way for the northerly extension of the primary road, “Vellore Avenue” at the west end of the plan. The draft plan will be redlined revised, as shown on Attachment #3, to shift the proposed street extension of Vellore Avenue 11 m to the west in order to align with the proposed primary road in the Block 40 Planning Area, on the north side of Major Mackenzie Drive.

The proposed 1.062 ha block for a senior’s residential development will be redlined revised in the draft plan to identify as a “Future Medium Density Residential” Block as the final unit count and building form have not been determined.

The development details for the draft plan of subdivision is as follows:

204 Street Townhouse Units	4.049ha
Block 37 (Future Medium Density Residential)	1.062ha

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Block 38 (Commercial)	1.060ha
Block 49 (Mixed Use Residential/Commercial)	0.088ha
Blocks 44 and 45 (Greenway)	0.023ha
Block 46 to 48 (Buffer)	0.067ha
Block 51 and 52 (Rights-of-way)	0.037ha
Block 53(Road Widening)	0.298ha
0.3 M Reserves	0.026ha
<u>Streets</u>	<u>2.069ha</u>
Total Draft Plan Area	8.782ha

All development within the Block 39 Planning Area are subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, and community edge treatment along 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.

ENERGY STAR Homes

The Development Planning Department, together with the Toronto and Region Conservation Authority (TRCA), Powerstream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre for Conservation. The purpose of the sustainable community pilot project is, “to mirror some of the work being undertaken by the TRCA at the Kortright Centre which is being transformed into the TRCA’s new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development, with the design and construction of two “Archetype” homes, which will be used as demonstration and learning tools for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be developed to LEED Gold and ENERGY STAR standards. The Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context due to its proximity to the Kortright Centre.

The remaining eight developers within the north-west portion of the Block 39 Plan have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region. In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continued to be explored through the implementation process.

Conditions of draft approval are included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

City 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 are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning by-law being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the “H” Holding Symbol and that prior to the removal of the “H” Holding Symbol from Blocks 1 to 36 inclusive, Blocks 39 to 43 inclusive and Block 50, that water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan, which is to 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 subject lands do not include any parkland. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological 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 in Attachment #1.

The Region of York

The Region of York has no objection to the approval of the proposed plan, subject to water supply and sewage servicing capacity being identified and allocated, and the Owner satisfying the Region's conditions in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP to address some outstanding issues respecting the appropriate buffers for the woodlots and valleylands, including the 10 m buffer for residential lots abutting the valleylands, stormwater management including pre-development and post-development flows, stormwater assumptions respecting external developments and stormwater pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

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Agency Comments

Canada Post, Power Stream and the School Boards 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-03V03 in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Block Plan, and the area context. The proposed draft plan of subdivision, has been red-lined to identify Block 37 as a "Future Medium Density Residential" block, where the final unit count and building form will need to be identified upon submission of further site plan and zoning by-law amendment applications in order to confirm that the maximum permitted density is not exceeded on this property in accordance with the Official Plan. The remainder of the subdivision plan consisting of 204 street townhouse units and neighbourhood commercial sites on approximately 7.720 ha, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

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, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-03V03
4. Block 39 Block Plan
5. OPA #600 – Vellore Urban Village 1 Land Use Schedule

Report prepared by:

Judy Jeffers, Planner, ext. 8645
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 68, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

68

**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.03.102
DRAFT PLAN OF SUBDIVISION FILE 19T-03V24
EURO ESTATES INC.
REPORT #P.2004.38**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Revised Block 39 Block Plan (File BL.39.96), dated, September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
2. THAT Zoning By-law Amendment File Z.03.102 (Euro Estates Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 1 to 15 inclusive and Lots 37 to 48 inclusive from A Agricultural Zone to RD4(H) Residential Detached Zone Four with the Holding Symbol "H" to facilitate 27 lots with a minimum lot frontage of 9m, a minimum lot area of 243m², and a minimum lot depth of 27m for detached dwelling units;
 - b) rezone Lots 16 to 36 inclusive and Block 51 from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate 21 lots and 1 future lot with a minimum lot frontage of 12m, a minimum lot area of 324m², and a minimum lot depth of 27m for detached dwelling units;
 - c) rezone Block 49 from A Agricultural Zone to C3 Local Commercial Zone for a 0.623ha local commercial site;
 - d) rezone Block 50 from A Agricultural Zone to C4 Neighbourhood Commercial Zone for a 0.470ha site to be developed with the adjacent lands for a future neighbourhood commercial site;

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- e) require that prior to the removal of the “H” Holding Symbol from any Zone for Lots 1 to 48 inclusive and Blocks 50 and 51 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City;
 - f) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for Blocks 50 and 51 with the Holding Symbol “H”, where the Holding Symbol “H” can only be lifted when the Block develops with the part blocks on the adjacent lands; and
 - g) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;
- 3. THAT prior to the enactment of the implementing by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
 - 4. THAT Draft Plan of Subdivision 19T-03V24 (Euro Estates Inc.), as red-lined (September 18, 2006), and shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
 - 5. THAT for the purposes of notice, the implementing subdivision agreement for Plan of Subdivision 19T-03V24 (Euro Estates Inc.) shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
 - 6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

- 1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RD3(H) Residential Detached Zone Three with the Holding Symbol “H” for Lots 16 to 36 inclusive and Block 51 for 22 detached dwelling units;
 - RD4(H) Residential Urban Village Zone Four with the Holding Symbol “H” for Lots 1 to 15 inclusive and Lots 37 to 48 inclusive for 27 detached dwelling units;
 - C3 Local Commercial Zone for Block 49 for a 0.623 ha local commercial site; and,
 - C4 Neighbourhood Commercial Zone for Block 50 for the 0.470 ha site to be developed with the adjacent lands for a future neighbourhood commercial site.

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2. Draft Plan of Subdivision approval as shown on Attachment #3 consisting of the following:
 - 48 lots and 1 future residential lot with frontages ranging from 11.0m to 12.85m on an area of 1.946ha for detached dwelling units;
 - 1 local commercial block of 0.623ha; and,
 - 1 future neighbourhood commercial block of 0.047ha.

Background - Analysis and Options

The 4.084 ha subject lands, shown on Attachment #2 are located on the south side of Major Mackenzie Drive between Pine Valley Drive and Weston Road, in Part of Lot 20, Concession 6, City of Vaughan. The site is relatively flat with no significant vegetation.

The subject lands are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial" overlay designation, and are within the "Passer Waste Assessment Area" by OPA #600. The subject lands are zoned A Agricultural Zone by By-law 1-88, as amended. The surrounding land uses are:

- North - Major Mackenzie Drive; agricultural (A Agricultural Zone), vacant (RR Rural Residential Zone)
- South - stormpond (OS1 Open Space Conservation Zone), residential (RV3 Zone)
- West - Plan of Subdivision 19T-97V23 (A Agricultural Zone)
- East - Plan of Subdivision 19T-03V03 (A Agricultural Zone)

Public Hearing

On January 23, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village and Millwood Woodend Ratepayers' Associations. No written comments have been received to date.

The recommendation of the Committee of the Whole to receive the Public Hearing report on February 16, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 23, 2004.

Block 39 Block Plan

a) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located at the northwest quadrant of the block. Council, at its October 20, 1997 meeting, directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan and supporting documentation were submitted to address issues such as stormwater management, traffic and school/park campus location. Supporting documentation, which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto and Region Conservation Authority.

A further revised Block Plan (September 6, 2006) as shown on Attachment #4, resulted in modifications to the lotting and road layouts, stormwater management facilities and woodlots/buffers configurations in order to provide for increased lot depths, and greenway and

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pedestrian access to the Kortright, and school/park campus in the northwest portion of the block. Revisions made to the lotting pattern resulted in increased lot depths of 23.5m for wide-shallow lots to 30m for conventional lots for detached units and 29m for street townhouse lots.

The Development and Policy Planning Departments have reviewed the proposed changes and are supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to a condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block Plan.

b) Block 39 Densities

The proposed unit types and densities for each of the designations within the revised portion of the Block Plan conform to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per ha. The maximum average net density taken across the low density areas is 13.42 units per ha, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per ha.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per ha, and the maximum net residential density shall be 40 units per ha. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per ha, which is also in conformity with the range of 25 to 35 units per ha provided by the Official Plan.

Official Plan

a) Land Use Designation

The subject lands as shown on Attachment #5 are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial" overlay designation, and are within the "Passer Waste Assessment Area" by OPA #600. The medium density residential designation permits detached and semi-detached dwelling units, schools, parks and commercial uses on the subject lands. The neighbourhood commercial designation permits a food store, drug store, pharmacy, bank and financial institution, business and professional office, retail store, restaurant and service station uses. The uses proposed in the plan conform to the Official Plan.

b) Residential

OPA #600 permits in the "Medium Density Residential/Commercial" designation a net residential density of between a minimum of 17 units per ha to a maximum of 40 units per ha on one site, and within a block plan area a maximum average net density of between a minimum of 25 units per ha to a maximum of 40 units per ha. The density calculation includes the lands for local and primary roads, and residential units. The proposed plan of subdivision yields a residential density of 20.17 units per ha. The maximum average net density taken across revised block plan is 29.55 units per ha which does not exceed the indicated maximum range for medium density residential areas. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

c) Commercial

The "Neighbourhood Commercial" designation permits a range of commercial uses and are generally planned to provide approximately 5,000m² to 15,000m² of gross leasable area to a maximum of 20,000m² of gross leasable area. The proposed commercial site at 0.623ha will function as a local commercial site due to its size, and thereby provide only some of the allowable uses.

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Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the lands from A Agricultural Zone to the following residential zones in accordance with the standards of Schedule "A3", and commercial zones in accordance with the standards of Schedule "A1" in By-law 1-88, as follows:

a) Residential Lands

- i) Lots 16 to 36 inclusive and Block 51 - Residential Detached Zone Three with the Holding Symbol "H" to facilitate the development of 22 detached dwelling units; and,
- ii) Lots 1 to 15 inclusive and Lots 37 to 48 inclusive - RD4(H) Residential Urban Village Zone Four with the Holding Symbol "H" to facilitate the development of 27 detached dwelling units.

The proposed plan will be developed in accordance with the newer standards contained in Schedule "A3" in By-law 1-88, rather than the previous standards in Schedule "A1" that were applied to the existing residential areas in Block 39.

The RD3 Residential Detached Zone Three in Schedule "A3" which typically implements detached dwellings will be used to facilitate the proposed detached dwelling with the following standards:

- Minimum Lot Frontage 12m
- Minimum Lot Area 324m²

The RD4 Residential Detached Zone Four in Schedule "A3" which typically implements detached dwellings will be used to facilitate the proposed detached dwelling with the following standards:

- Minimum Lot Frontage 9m
- Minimum Lot Area 243m²

RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four in Schedule "A3" with respect to yards, lot depths and heights will be used to facilitate the proposed detached and semi-detached dwelling units with the following standards:

- Minimum Front Yard 4.5m
- Minimum Rear Yard 7.5m
- Minimum Interior Side Yard 1.2m
- Minimum Exterior Side Yard 4.5m
- Minimum Lot Depth 27m
- Maximum Building Height 11m
- Minimum Number of Parking 3 spaces

Lots 1 to 48 inclusive and Blocks 50 and 51 inclusive will be zoned with the addition of the Holding Symbol "H". Prior to the removal of the Holding Symbol "H" from any Zone, the water supply and sewage servicing capacity shall be identified and allocated by the City. Blocks 50 and 51 inclusive will also be zoned with the addition of the Holding Symbol "H", which will only be lifted when these Blocks develop with the part blocks on the adjacent lands.

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b) Commercial Lands

The draft plan, as shown on Attachment #3, provides for commercial uses which will be zoned as follows:

- i) Block 49 - C3 Local Commercial Zone to facilitate a 0.623ha local commercial site; and,
- ii) Block 50 - C4(H) Neighbourhood Commercial Zone with the addition of the Holding Symbol "H" to facilitate the development of the 0.470ha site together with the adjacent lands for a future neighbourhood commercial site.

Subdivision Design

The 4.084ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 48 lots and 1 future residential lot with frontages ranging from 11.0m to 12.85m on an area of 1.946ha for detached dwelling units;
- 1 local commercial block of 0.623ha; and,
- 1 future neighbourhood commercial block of 0.047ha.

The draft plan includes a north-south traversing 26m wide primary road that forms part of the extension of Vellore Avenue, which intersects with Major Mackenzie Drive. The draft plan will be redlined revised, as shown on Attachment #3, to shift the proposed street extension of Vellore Avenue 11 m to the west in order to align with the proposed primary road in the Block 40 Planning Area, on the north side of Major Mackenzie Drive.

The development details for the draft plan of subdivision are as follows:

48 Detached Units	1.917ha
Block 51 (Future Detached Units)	0.029ha
Block 49 (Commercial)	0.623ha
Block 50 (Future Commercial)	0.047ha
Block 53 (Buffer)	0.031ha
Block 52 (Road Widening)	0.140ha
0.3 M Reserves	0.012ha
<u>Streets</u>	<u>1.285ha</u>
Total Draft Plan Area	4.084ha

All development within the Block 39 Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, community edge treatment along Pine Valley Drive, and tableland woodlot edge management rehabilitation treatment.

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.

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ENERGY STAR Homes

The Development Planning Department, together with the Toronto and Region Conservation Authority (TRCA), Powerstream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre for Conservation. The purpose of the sustainable community pilot project is to mirror some of the work being undertaken by the TRCA at the Kortright Centre which is being transformed into the TRCA’s new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development, with the design and construction of two “Archetype” homes, which will be used as demonstration and learning tools for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be developed to LEED Gold and ENERGY STAR standards. The Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context due to its proximity to the Kortright Centre.

The remaining eight developers within the north-west portion of the Block 39 Plan have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region. In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continued to be explored through the implementation process.

A condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the addition of the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 1 to 48 inclusive and Blocks 50 and 51 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

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c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan which is to 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 subject lands do not include any parkland. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological 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.

The Region of York

The Region of York has no objection to the approval of the proposed plan, subject to water supply and sewage servicing capacity being identified and allocated, and the Owner satisfying the Region's conditions in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP to address some outstanding issues respecting the appropriate buffers for the woodlots and valleylands, including the 10m buffer for residential lots abutting the valleylands, stormwater management including pre-development and post-development flows, stormwater assumptions respecting external developments and stormwater pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, Power Stream and the School Boards have advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval as 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 File 19T-03V34 (Euro Estates Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Block Plan, and the area context. The proposed draft plan of subdivision consisting of 49 residential units and commercial sites on approximately 4.084ha, as red-lined

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and shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

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, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-03V24– As red-lined by City of Vaughan, Sept. 18, 2006
4. Block 39 Block Plan
5. OPA #600 – Vellore Urban Village 1 Land Use Schedule

Report prepared by:

Judy Jeffers, Planner, ext. 8645
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 69, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

69

**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.04.002
DRAFT PLAN OF SUBDIVISION FILE 19T-04V01
1307180 ONTARIO INC.
REPORT #P.2004.54**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Revised Block Plan for Block 39 (File BL.39.96), dated September 5, 2006, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
2. THAT Zoning By-law Amendment File Z.04.002 (1307180 Ontario Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 79 to 87 inclusive, Lots 93 and 94, and Blocks 95, 96, 97, Blocks 100 to 108, Blocks 121 to 124 and Block 148, from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol "H" to facilitate 11 lots with a minimum frontage of 15m, and 18 blocks to be combined with adjacent blocks to create 18 full lots for single detached residential units;
 - b) rezone Lots 1 to 78 inclusive, Lots 88 to 92 inclusive, Block 98, Blocks 109 to 118 and Block 120 from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol "H", to provide for 83 lots with a minimum lot frontage of 12m, and 13 blocks to be combined with adjacent blocks to create 13 full lots for single detached dwelling units;
 - c) require that prior to the removal of the Holding Symbol "H" from Lots 1 to 94 inclusive, Blocks 95 to 124 inclusive, and Block 148, that water supply and sewage servicing capacity shall be identified and allocated by the City;
 - d) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for the Blocks 95 to 124 inclusive and Block 148 with the Holding Symbol "H", where the Holding Symbol "H" can only be lifted when these Blocks are developed with blocks on adjacent lands;

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- e) rezone Block 125 (Neighbourhood Park), Blocks 130 and 131 (Open Space/Parkette), Block 132 (Walkway) from A Agricultural Zone to OS2 Open Space Park Zone;
 - f) rezone Block 126 (Landscape Buffer) and Block 127 (Storm Water Management) from A Agricultural Zone to OS1 Open Space Conservation Zone; and
 - g) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;
3. THAT prior to the enactment of the implementing by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
4. THAT Draft Plan of Subdivision 19T-04V01 (1307180 Ontario Inc.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
5. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-04V01 (1307180 Ontario Inc.) shall contain a provision that the parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol "H" for Lots 79 to 87, Lots 93 to 94, Blocks 95, 96, 97, Blocks 100 to 108, Block 119, Blocks 121 to 124, and Block 148;
 - RD3 (H) Residential Detached Zone Three with the addition of the Holding Symbol "H" for Lots 1 to 78, Lots 88 to 92, and Blocks 98, 99, Blocks 109 to 118, and Block 120;
 - OS1 Open Space Conservation Zone for Storm Water Management Block 127, Landscape Buffer Block 126, and Walkway Block 132; and
 - OS2 Open Space Park Zone for Blocks 125, 130, 131, and 132.

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2. Draft Plan of Subdivision approval as shown on Attachment #3 consisting of the following:
 - 94 lots with minimum frontages ranging from 12m to 15m for single detached dwelling units;
 - 31 residential part blocks to be combined with blocks in adjacent draft plans of subdivision to facilitate the development of 31 full lots for single detached dwelling units;
 - 1 neighbourhood park block;
 - 1 open space/parkette block;
 - 1 storm water management block, and 1 landscape buffer block;
 - 1 woodlot block; and
 - 1 walkway block.

Background - Analysis and Options

The 10.51 ha subject lands shown on Attachment #2 are located on the east side of Pine Valley Drive, south of Major Mackenzie Drive, within Planning Block 39, in Part of Lot 19, Concession 6, City of Vaughan.

The subject lands are designated “Low Density Residential” and “Tableland Woodlot” by OPA #600 and zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. The surrounding land uses are:

- North - vacant/proposed residential plan of subdivision (A Agricultural Zone), woodlot (OS4 Open Space Woodlot Zone)
- South - vacant/proposed residential plan of subdivision (A Agricultural Zone), woodlot (OS4 Open Space Woodlot Zone)
- East - existing residential (RV4 Residential Urban Village Zone Four)
- West - Pine Valley Drive; Kortright Centre (OS2 Open Space Park Zone)

Public Hearing

On February 27, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village Residents Association and the Millwood Woodend Ratepayers' Association. To date, no comments have been received.

The recommendation of the Committee of the Whole to receive the Public Hearing report of March 22, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on March 29, 2004.

Block 39 Block Plan

i) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located in the northwest quadrant of the block. Council, at its October 20, 1997 meeting directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan and supporting documentation was submitted to address issues such as storm water management, traffic and school/park campus location. Supporting documentation which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto Region Conservation Authority Staff.

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A further revised block plan was submitted on September 5, 2006 as shown on Attachment #4, which has resulted in additional modifications to the lotting and road layouts, storm water management facilities and woodlot/buffer configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre and school/park campus in the northwest portion of the block. Revisions made to the lotting pattern resulted in increased lot depths from 23.5m wide-shallow lots, 30m for conventional single detached lots, and 29m depths, for street townhouse lots.

The Development and Policy Planning Departments have reviewed the proposed changes and are supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to the condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block 39 Plan.

ii) Block 39 Densities

The proposed unit types and densities for each of the designations within the revised portion of the Block Plan conform to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per ha. The maximum average net density taken across the low density areas within the Block Plan is 13.42 units per hectare, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per hectare.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per hectare, and the maximum net residential density shall be 40 units per hectare. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per hectare, which also conforms to the range of 25 to 35 units per hectare provided by the Official Plan.

Official Plan

ii) Land Use Designation

The subject lands as shown on Attachment #2 are designated “Low Density Residential”, and “Tableland Woodlot” by OPA #600, as shown on Attachment #5. The Official Plan permits single-detached dwellings, parks and open spaces. The proposed uses conform to the Official Plan.

ii) Density

The “Low Density Residential” policies of OPA #600 permit a maximum net density of 22 units per hectare. The density calculation includes the lands for local and primary roads, and residential units. The net residential density on the subject lands is approximately 17.93 units per hectare. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88 and OS4 Open Space Woodlot Zone. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands from A Agricultural Zone to the following residential zones in accordance with the standard requirements of Schedule “A3” in By-law 1-88:

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a) Residential

- i) Lots 79 to 87 inclusive, Lots 93 and 94 and Blocks 95, 96, 97, Blocks 100 to 108, Block 119, Blocks 121 to 124, and Block 148 - RD3 (H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate 11 lots with minimum 15m frontages for single detached dwelling; and 18 blocks to be combined with adjacent blocks to create 18 full lots for single detached units;
- ii) Lots 1 to 78 inclusive, Lots 88 to 92 inclusive and Blocks 98, 99, Blocks 109 to 118 and Block 120 - RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol "H", to facilitate 83 lot, with minimum lot frontages of 12m for single detached dwelling units, and 13 blocks to be combined with adjacent blocks to create 13 full lots for single detached dwelling units.

These residential lands will be zoned with the Holding Symbol "H" for the residential dwelling units that 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 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 water and sewage servicing capacity has been identified and allocated by the City. Blocks 95 to 124, and Block 148 will also have an additional condition for lifting the Holding Symbol "H", requiring these Blocks to be developed with Blocks on adjacent lands to form full lots.

b) Non-Residential Lands

The draft plan, as shown on Attachment #3, provides for open space uses which will be zoned as follows:

- i) Block 125 - OS2 Open Space Park Zone to facilitate a 1.89 ha neighbourhood park block;
- ii) Block 126 and Block 127 - OS1 Open Space Conservation Zone to facilitate a storm water management pond and 6 m landscape buffer along Pine Valley Drive;
- iii) Block 128 and Block 129 - OS4 Open Space Woodlot Zone for a 1.01 ha woodlot.
- iv) Block 130 and Block 131 - OS2 Open Space Park Zone to facilitate a 0.19 ha parkette and open space area; and
- v) Block 132 - OS2 Open Space Park Zone to facilitate a 9m wide walkway, providing for pedestrian connections to the neighbourhood park.

Subdivision Design

The proposed 10.51 ha draft plan of subdivision as shown on Attachment #3, consists of a total of 94 detached residential lots, with minimum lot frontages ranging between 12.8m - 15.24m. The draft plan has two main development areas separated by a park block. The lots located in the western portion of the draft plan adjacent to Pine Valley Drive, will have access by the local road network ultimately connecting to the primary east-west collector, located in the adjacent subdivision plan to the south.

The easterly portion of the draft plan provides for the intersection of two primary roads (Streets "A" and "B" being Maria Antonia Road and Via Campanile, respectively). All of the residential lots within this portion of the plan have direct frontage onto Primary Road "A".

The development details for the draft plan of subdivision are as follows:

Lots 1-94 (94 Single Detached Units)	4.41ha
Future Development (Blocks 95-124, and 148)	0.58ha
Neighbourhood Park (Block 125)	1.89ha

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6.0m Landscape Buffer (Block 126)	0.04ha
Storm Water Management (Block 127)	0.31ha
Woodlot (Blocks 128-129)	1.01ha
Open Space/Parkette (Blocks 130-131)	0.19ha
9m Walkway (Block 132)	0.02ha
Road Widening (Block 133)	0.05ha
0.3m Reserves (Blocks 134-147)	0.01ha
<u>Roads (Streets A B,C,D)</u>	<u>2.00ha</u>
Total Draft Plan Area	10.51ha

All development within the Block 39 Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, community edge treatment along Pine Valley Drive, and tableland woodlot edge management rehabilitation treatment.

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.

Energy Star Homes

The Development Planning Department, together with the TRCA, PowerStream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre. The purpose of the sustainable community pilot project is to mirror some of the work being undertaken by the TRCA at the Kortright Centre, which is being transformed into the TRCA's new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development including the design and construction of two “Archetype” homes which will be used as a demonstration and learning tool for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be LEED Gold and ENERGY STAR.

Immediately east of the Kortright Centre, the Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context.

The remaining 8 developers within the north-west portion of the Block 39 plan area have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region.

In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continue to be explored through the implementation process.

Conditions of draft approval are included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed

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City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the addition of the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 1 to 94 inclusive and Blocks 95 to 124 inclusive, and Block 148, that water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan, which is to 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 Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological 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 in Attachment #1.

The Region of York

The Region of York has no objections to the approval of the proposed subdivision subject to water supply and sewage servicing capacity shall be identified and allocated, and subject to the Region's conditions in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP to address some outstanding issues respecting the appropriate buffers for the woodlots and valleyland, including

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the 10m buffer for residential lots abutting the valleylands, storm water management including pre-development and post-development flows, storm water assumptions respecting external developments and storm water pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, PowerStream, and the School Boards 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 File 19T-04V01 (1307180 Ontario Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Plan, and the area context. The proposed draft plan of subdivision, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-04V01
4. Block 39 Block Plan
5. OPA #600 – Vellore Urban Village 1 Land Use Schedule

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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Item 70, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.03.090
DRAFT PLAN OF SUBDIVISION FILE 19T-03V20
2032331 ONTARIO INC.
REPORT #P.2004.39**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the written submission of Mr. Tim Sorochinsky, President, Millwood Woodend Ratepayers Association, 275 Millwood Parkway, Woodbridge, L4L 1A6, dated September 1, 2006, be received; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Revised Block Plan for Block 39 (File BL.39.96), dated September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
2. THAT Zoning By-law Amendment File Z.03.090 (2032331 Ontario Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 1 to 5 inclusive, Lots 12 to 16 inclusive, and Blocks 33 and 41, from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol "H", to facilitate 10 lots for single detached dwelling units, and 2 part blocks to be combined with 2 adjacent residential part blocks to create 2 full lots for detached residential units;
 - b) rezone Lots 6 to 11 inclusive, Lots 17 to 32 inclusive, and Blocks 34 to 40 inclusive, from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate 22 lots for single detached dwelling units, and to provide for 7 part blocks to be combined with adjacent part blocks to create 7 full lots for detached residential units;
 - c) rezone Block 42 from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol "H" for a future development block;
 - d) require that prior to the removal of the Holding Symbol "H" from Lots 1 to 32 inclusive and Blocks 33 to 41 inclusive, that water supply and sewage servicing capacity shall be identified and allocated by the City;

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- e) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for the Blocks 33 to 42 inclusive with the “H” Holding Symbol, where the “H” can only be lifted when the Blocks develop with the adjacent lands;
 - f) rezone Block 43 from A Agricultural Zone to OS1 Open Space Conservation Zone for buffer purposes;
 - g) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
3. THAT prior to the enactment of the implementing zoning by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
 4. THAT Draft Plan of Subdivision 19T-03V20 (2032331 Ontario Inc.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
 5. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-03V20 (2032331 Ontario Inc.) shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
 6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RD2(H) Residential Detached Zone Two with the Holding Symbol “H” for Lots 1 to 5, Lots 12 to 16, and Blocks 33, 41 and 42;
 - RD3(H) Residential Detached Zone with the addition of the Holding Symbol “H” for Lots 6 to 11, Lots 17 to 32, and Blocks 34 to 40; and
 - OS1 Open Space Conservation Zone for Landscape Buffer Block 43;
2. Draft Plan of Subdivision approval as shown on Attachment #3 consisting of the following:
 - 32 lots with frontages ranging from 12m to 15m for single detached dwelling units;

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- 9 residential part blocks to be combined with the adjacent draft plan of subdivision to facilitate the creation of 9 full lots for detached dwelling units;
- 1 landscape buffer block; and
- 1 future development block

Background - Analysis and Options

The 2.73 ha subject lands shown on Attachment #2 are located on the south side of Major Mackenzie Drive, east of Pine Valley Drive within Planning Block 39, in Part of Lot 20, Concession 6, City of Vaughan.

The subject lands are designated “Low Density Residential” by OPA #600 and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

- North - Major Mackenzie Drive; existing residential (RR Rural Residential Zone)
- South - woodlot (OS4 Open Space Woodlot Zone & A Agricultural Zone), vacant (A Agricultural Zone)
- East - vacant; proposed residential draft plan of subdivision (File 19T-97V23) (A Agricultural Zone)
- West - existing residential (RR Rural Residential Zone)

Public Hearing

On January 23, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village Residents Association and the Millwood Woodend Ratepayers' Association. The recommendation of the Committee of the Whole to receive the Public Hearing report on February 16, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 23, 2004.

On September 7, 2006, the Development Planning Department received a letter with concerns and comments from the Millwood Woodend Ratepayer Association, with respect to providing: larger transitional lot sizes within the plan of subdivision; a buffer area at the western limit of the development; and a request for City services to the Millwood and Woodend Place subdivisions.

The proposed lot sizes conform to the requirements of the “Low Density” designation of OPA #600, as discussed in the report. The area shown as “Future Development Block 42” on the plan will require the Owner to erect a privacy fence at the most westerly limit of the property line to address buffering issues respecting the existing and proposed development. In addition, a single loaded road is proposed abutting the existing development to the west. The request for City services to the existing subdivisions is subject to review by the Engineering Department. Any water supply and sewage servicing capacity shall be identified and allocated by the City.

Block 39 Block Plan

i) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located at the northwest quadrant of the block. Council, at its October 20, 1997 meeting directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan and supporting documentation was submitted to address issues such as storm water management, traffic and school/park campus location. Supporting

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documentation, which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by the City and Toronto Region Conservation Authority.

A further revised block plan was submitted on September 5, 2006 as shown on Attachment #4, which has resulted in modifications to the lotting and road layouts, storm water management facilities and woodlot/buffer configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre and school/park campus in the northwest portion of the block. Revisions made to the lotting pattern resulted in increased lot depths from 23.5m wide-shallow lots to 30m conventional lots for single detached units and 29m depth for street townhouse lots.

The City has reviewed the proposed changes and are supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to a condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block Plan.

ii) Block 39 Densities

The proposed unit types and densities for each of the designations within the revised portion of the Block Plan conform to the with Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per hectare. The maximum average net density taken across the low density areas is 13.42 units per hectare, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per hectare.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per hectare, and the maximum net residential density shall be 40 units per hectare. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per hectare, which is also in conformity with the range of 25 to 35 units per hectare provided by the Official Plan.

Official Plan

i) Land Use Designation

The subject lands as shown on Attachment #2 are designated “Low Density Residential” by OPA #600 (attachment #5). The Official Plan permits single-detached dwellings. The proposed residential uses conform to the Official Plan.

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 density calculation includes the lands for local and primary roads, and residential units. The net residential density on the subject lands is approximately 14.54 units per hectare. The proposed plan of subdivision does not exceed the density requirements of the Official Plan.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands from A Agricultural Zone to the following residential zones in accordance with the standard requirements of Schedule “A3” in By-law 1-88, as follows:

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a) Residential

- i) Lots 1 to 5 inclusive, Lots 12 to 16 inclusive, and Blocks 33 and 41, - RD2(H) Residential Detached Zone Two with Holding Symbol "H" to facilitate the development of 10 lots for single detached dwelling units, and 2 blocks to be combined with adjacent part blocks to create 2 single detached dwelling units.
- ii) Lots 6 to 11, Lots 17 to 22 and Lots 24 to 32, and Blocks 34 to 40 inclusive, - RD3(H) Residential Detached Zone Three with the Holding Symbol "H" to facilitate the development of 21 detached dwelling units, and 7 blocks to be combined with adjacent blocks to create 7 full lots for detached dwelling units.
- iii) Block 42 - RD2(H) Residential Detached Zone Two with the Holding Symbol "H", consistent with the proposed zoning for the subdivision. The Holding Symbol will not be removed until such time as the land to the west of the subject lands are re-developed.

Lots 1 to 22 inclusive and Blocks 33 to 41 inclusive, will be zoned with the Holding Symbol "H", and prior to the removal of the Holding Symbol "H", the water supply and sewage servicing capacity shall be identified and allocated by the City. Blocks 33 to 42 inclusive will also have the additional "H" Holding Symbol restriction which can only be lifted when the Blocks develop with blocks in the adjacent lands to form full lots.

b) Landscape Buffer

The Landscape Buffer Block 43 located along the north property line, adjacent to Major Mackenzie Drive, will be rezoned to OS1 Open Space Conservation Zone. The Owner shall convey this block to the City free of all encumbrances, for landscape purposes.

c) Future Development Block 42

A Future Development Block 42, is located along the westerly limit of the subject lands, adjacent to an existing residential development. Block 42 is proposed to be rezoned to RD2 Residential Detached Zone, which is consistent with the proposed lots located east of proposed Street "B". In order to address concerns made by the Woodend and Millwood Ratepayer Associations, the Owner shall be required to erect a privacy fence along the westerly limit of the entire block, to provide screening between the new development and the existing rear lots at this location. Any additional landscape treatments at this location will be reviewed in greater detail through the Master Landscape Plan process.

Subdivision Design

The 2.73ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 32 lots with frontages ranging from 12.2m to 15.1m for single detached dwelling units;
- 9 residential part blocks to be combined with part blocks in the adjacent residential plan of subdivision to create 9 full single detached dwelling lots;
- a 0.12ha landscape block located along the northern limit of the plan of subdivision, adjacent to Major Mackenzie Drive; and,
- a 0.26ha future development block located along the west limit of the site to be combined with the lands to the west should redevelopment of these lands occur.

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The proposed draft plan of subdivision includes two east-west and two north-south traversing roads identified as Streets “A”, “B”, “C” and “D” on Attachment #3. Future development Block 42 abuts the rear lot lines of the existing residential development to the west. Landscape Buffer Block 43 is located between Major Mackenzie Drive to the north and a single-loaded road identified as Street A”. Street “D” provides for access to Via Campanile, which will ultimately connect Rutherford Road to Major Mackenzie Drive.

The development details for the draft plan of subdivision are as follows:

Lots 1-32 (21 Single Detached Units)	1.46ha
Future Development (Blocks 33-42)	0.26ha
Landscape Buffer (Block 43)	0.12ha
0.3m Reserves (Block 44-52)	0.01ha
<u>Roads (Streets A,B,C,D)</u>	<u>0.88ha</u>
Total Draft Plan Area	2.73ha

All development within the Block 39 Planning Area are subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, community edge treatment along Major Mackenzie and tableland woodlot edge management rehabilitation treatment.

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.

Energy Star Homes

The Development Planning Department, together with the TRCA, PowerStream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre. The purpose of the sustainable community pilot project is to mirror some of the work being undertaken by the TRCA at the Kortright Centre, which is being transformed into the TRCAs new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development including the design and construction of two “Archetype” homes which will be used as a demonstration and learning tool for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be LEED Gold and ENERGY STAR.

Immediately east of the Kortright Centre, the Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context.

The remaining 8 developers within the north-west portion of the Block 39 plan area have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region.

In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continue to be explored through the implementation process.

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A Condition of draft approval is included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the addition of the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 1 to 32 inclusive and Blocks 33 to 41 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan, which is to 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 proposed subdivision does not include a park. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological 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 in Attachment #1.

The Region of York

The Region of York has no objections to the approval of the proposed subdivision, subject to water supply and sewage servicing capacity being identified and allocated, and subject to the Owner satisfying the Region's conditions in Attachment #1.

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Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP to address some outstanding issues respecting the appropriate buffers for the woodlots and valley land,

including the 10m buffer for residential lots abutting the valley land, storm water management including pre-development and post-development flows, storm water assumptions respecting external developments and storm water pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, PowerStream, and the School Boards 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 File 19T-03V20 (2032331 Ontario Inc.) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Plan, and the area context. The proposed draft plan of subdivision, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-03V20
4. Block 39 Block Plan
5. OPA #600 - Schedule "B" - Vellore Urban Village 1

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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Item 71, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By receiving the memorandum from the Commissioner of Planning, dated September 25, 2006.

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**BLOCK PLAN FILE BL.39.96
ZONING BY-LAW AMENDMENT FILE Z.97.062
DRAFT PLAN OF SUBDIVISION FILE 19T-97V15
ARTIBUS DEVELOPMENT CORPORATION
REPORT #P.2004.66**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the Region of York Transportation and Works Department be requested to include the installation of traffic signalizations at all arterial roads that exit onto regional roads at the cost to the Landowners' Group;**
- 3) That the applicant work with the City of Vaughan and the Region of York to prioritize and fast track the construction of the road extensions for Fossil Hill Road, Vellore Avenue and Via Campanile to connect with Major Mackenzie Drive to provide better accessibility and connectivity for existing traffic in the community;**
- 4) That staff meet with the landowner to address the concerns raised with respect to the side yard setbacks; and**
- 5) That the following deputations be received:**
 - a) Ms. Rosemary Humphries, Humphries Planning Group Inc., on behalf of the applicant; and**
 - b) Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3.**

Recommendation

The Commissioner of Planning recommends:

- 1. The Revised Block Plan for Block 39 (File BL.39.96), dated September 5, 2006, as shown on Attachment #4, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;**
- 2. THAT Zoning By-law Amendment File Z.97.062 (Artibus Development Corporation) BE APPROVED, Specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:**
 - a) rezone Lots 326 to 373 inclusive, Lots 376 to 503 inclusive, Blocks 504, 505, and Blocks 539 to 543 inclusive, from A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone, and RV3(H) Residential Urban Village Zone Three to RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol "H" and RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol "H", to facilitate 175 lots, and 7 blocks to be combined with adjacent blocks to create 7 full lots for single detached dwelling units;**

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- b) require that prior to the removal of the Holding Symbol “H” from Lots 326 to 373 inclusive, Lots 376 to 503 inclusive, Blocks 504 and 505, and Blocks 539 to 543 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City;
 - c) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for Blocks 504, 505, and Blocks 539 to 543 with the Holding Symbol “H”, where the Holding Symbol “H” can only be lifted when these Blocks are developed together with the blocks on adjacent lands;
 - d) rezone Block 506 Restoration Area Block from A Agricultural Zone to OS4 Open Space Woodlot Zone;
 - e) rezone Block 507 Valleyland Block from A Agricultural Zone to OS1 Open Space Conservation Zone;
 - f) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision;
3. THAT prior to the enactment of the implementing zoning by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment;
4. THAT Draft Plan of Subdivision 19T-97V15 (Artibus Development Corporation), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
5. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-097V15 (Artibus Development Corp.) shall contain a provision that the parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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; and
6. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.

Economic Impact

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

Purpose

The Owner has submitted applications to:

- 1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone and RV3(H) Residential Urban Village Zone Three with the “H” Holding Symbol to:

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- RD2(H) Residential Detached Zone Two with the addition of the Holding Symbol “H” and RD3(H) Residential Detached Zone Three with the addition of the Holding Symbol “H” for 175 lots and 7 blocks;
 - OS4 Open Space Woodlot Zone for Restoration Block 506;
 - OS1 Open Space Conservation Zone for Valley Land Block 506;
4. Draft Plan of Subdivision (Phase III) approval (Attachment #3) consisting of the following:
- 176 lots with frontages ranging from 12m to 15m for single detached dwelling units;
 - 7 residential blocks to be combined with blocks in the adjacent draft plan of subdivision to facilitate the creation of 7 full lots for single detached dwelling units;
 - 1 restoration area block;
 - 1 valley land block; and
 - 1 woodlot block.

Background - Analysis and Options

The 19.88ha subject lands shown on Attachment #2 are located south of Major Mackenzie Drive, on the east side of Pine Valley Drive within Planning Block 39, being Blocks 143, 144 and 145 of Registered Plan 65M-3636, in Part of Lot 20, Concession 6, City of Vaughan.

The subject lands are designated “Low Density Residential”, “Tableland Woodlot”, and “Valleylands” by OPA #600. The subject lands are zoned A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone and RV3(H) Residential Urban Village Zone Three with the addition of the Holding Symbol “H”, subject to Exception 9(1146) by By-law 1-88. The surrounding land uses are:

- North - existing residential and vacant land (Rural Residential Zone and A Agricultural Zone); proposed residential plus existing subdivision
- South - vacant; proposed residential plan of subdivision and existing residential (A Agricultural Zone and RV4 Residential Urban Village Zone Four)
- East - existing residential (RV3 Residential Urban Village Zone Three)
- West - Pine Valley Drive; Kortright Centre (OS1 Open Space Conservation Zone and OS2 Open Space Park Zone)

Public Hearing

On April 8, 2004, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Village Residents Association and the Millwood Woodend Ratepayers' Associations. To date, no written comment have been received.

The recommendation of the Committee of the Whole to receive the Public Hearing report of May 3, 2004, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on May 10, 2004.

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Block 39 Block Plan

i) Background

On May 6, 1998, the Ontario Municipal Board approved the Block 39 Block Plan, which was considered by Council on October 20, 1997. The Block 39 Block Plan did not include the lands located at the northwest quadrant of the block. Council, at its October 20, 1997 meeting directed that any outstanding block plan issues be addressed through the subdivision process.

On June 15, 2006, a revised block plan and supporting documentation was submitted to address issues such as stormwater management, traffic and school/park campus location. Supporting documentation which included updated Master Environmental Service Plan (MESP), Woodlot Assessment, Landscape Master Plan and Transportation Management Plan, were submitted and reviewed by City and Toronto Region Conservation Authority Staff.

A further revised block plan was submitted on September 5, 2006 as shown on Attachment #4, which has resulted in modifications to the lotting and road layouts, stormwater management facilities and woodlot/buffer configurations in order to provide for increased lot depths, and greenway and pedestrian access to the Kortright Centre and school/park campus in the northwest portion of the block. Revisions made to the lotting pattern resulted in increased lot depths from 23.5m wide-shallow lots to 30m conventional lots for single detached lots and 29m depth for street townhouse lots.

The Development and Policy Planning Departments have reviewed the proposed changes and are generally supportive of the revised Block Plan with the incorporation of minor adjustments through the subdivision process, subject to a condition of approval in Attachment #1. A recommendation has been included in this report to approve the updated Block Plan.

ii) Block 39 Densities

The proposed unit types and densities for each of the designations within the revised portion of the Block Plan conforms to the Official Plan. The Official Plan states that within the low density residential areas the maximum permitted net density on any one site shall be 22 units per hectare. The maximum average net density taken across the low density residential lands is 13.42 units per hectare, which does not exceed the indicated maximum range for low density residential areas of between 16 to 18 units per hectare.

Within the medium density residential areas, the Official Plan states that the minimum net residential density on any one site shall be 17 units per hectare, and the maximum net residential density shall be 40 units per hectare. The average net density in the proposed medium density areas of the revised Block Plan is 29.55 units per hectare, which is also in conformity with the range of 25 to 35 units per hectare provided by the Official Plan.

Official Plan

iii) Land Use Designation

The subject lands as shown on Attachment #2 are designated "Low Density Residential", "Tableland Woodlot" and "Valleylands" by OPA #600, as shown on Attachment #5. The Official Plan designation permits single-detached dwellings, parks and open spaces on the subject lands. The proposed uses conform to the Official Plan.

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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 density calculation includes the lands for local and primary roads, and residential units. The net residential density for the subject lands is approximately 16.32 units per hectare. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

Zoning

The subject lands are currently zoned A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone, and RV3 (H) Residential Urban Village Zone Three by By-law 1-88, subject to Exception 9(1146). To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the subject lands to RD2 Residential Detached Zone and RD3 Residential Detached Zone, in accordance with the standard requirements of Schedule “A3” in By-law 1-88.

The RD2 and RD3 Residential Detached Zones, Two and Three in Schedule “A3” which typically implement detached dwellings will be used to facilitate the proposed detached dwelling with the following standards:

i) RD2 - Residential Detached Zone Two

- Minimum Lot Frontage 15m
- Minimum Lot Area 450m²
- Maximum Building Height 11m
- Minimum Lot Depth 30m

ii) RD3 – Residential Detached Zone Three

- Minimum Lot Frontage 12m
- Minimum Lot Area 324m²
- Maximum Building Height 11m
- Minimum Lot Depth 27m

Block 543 will be zoned RD3(H) Residential Detached Zone three with the addition of the Holding Symbol “H”, and will be combined with Block 542 to facilitate the development of one full lot.

Lots 326 to 503 and Blocks 504 and 505, and Blocks 539 to 543 inclusive will be zoned with the Holding Symbol “H” as water and sewage servicing allocation is currently unavailable. 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 water and sewage servicing capacity has been identified and allocated by the City. Blocks 504 and 505, and Blocks 539 to 543 inclusive will also have the additional condition for lifting the Holding Symbol “H” only when these Blocks can be developed with blocks on the adjacent lands.

b) Valley Lands, Woodlot and Restoration Area

The Valley Lands identified as Block 507 will be zoned OS1 Open Space Conservation Zone, and shall be conveyed to the City by the Owner.

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The Woodlot Block 538 at the west end of the property is zoned OS4 Open Space Woodlot Zone. The Restoration Area Block 506 located at the eastern limit of the woodlot, will be rezoned to OS4 Open Space Woodlot Zone. The Owner shall convey both the woodlot and restoration block to the City, free of all encumbrances.

Subdivision Design

The proposed draft plan of subdivision is shown on Attachment #3, and consists of 176 detached residential lots with minimum lot frontages ranging from 12.2m – 15.4m. Road access to the lots will be primarily from a series of local crescents. Street “A” will form part of Via Campanile, and provides direct access to the regional road network. The plan also connects to a local street that has been constructed as part of the Artibus Phase 2 works, which has direct access to Vellore Avenue, a mid-block residential collector.

The development details for the draft plan of subdivision are as follows:

Phase 3

Lots 326-373 and Lots 376-503 (176 Single Detached Units)	8.215ha
Future Development Blocks 504,505,539-543	0.104ha
Restoration Area (Block 506)	0.110ha
Valleyland (Block 507)	0.848ha
Woodlot (Block 538)	7.443ha
Road Widening (Block 508)	0.079ha
0.3m Reserves (Block 509-537)	0.008ha
Roads (Streets A-G)	3.073ha
Total Draft Plan Area	19.880ha

All development within the Block 39 Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

Prior to final approval, the Owner is required to submit a revised streetscape and open space landscape master plan in accordance with the approved Block 39 Design Guidelines and OPA #600 policies to address the streetscape element, community edge treatment along Pine Valley Drive, and tableland woodlot edge management rehabilitation treatment.

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

Energy Star Homes

The Development Planning Department, together with the TRCA, PowerStream, and Canada Mortgage and Housing Corporation (CMHC) have been working together to develop a pilot “sustainable community” project within the portion of Block 39 adjacent to the Kortright Centre. The purpose of the sustainable community pilot project is to mirror some of the work being undertaken by the TRCA at the Kortright Centre, which is being transformed into the Toronto and Region Conservation Authority’s (TRCA) new “Living City Campus”. Part of the vision for this campus includes demonstrating sustainable forms of development including the design and construction of two “Archetype” homes which will be used as a demonstration and learning tool for sustainable technologies. The Archetype homes constructed on the Kortright Centre site will be LEED Gold and ENERGY STAR.

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Immediately east of the Kortright Centre, the Block 39 community provides an excellent opportunity to integrate the work at the Kortright Centre with real examples of how more sustainable forms of residential development can occur within the suburban context.

The remaining 8 developers within the north-west portion of the Block 39 plan area have voluntarily agreed to design and build all the homes within their respective subdivisions to ENERGY STAR standards. ENERGY STAR homes are built in compliance with energy efficiency standards developed and administered by Natural Resources Canada which make the homes 40% more efficient than those built to current minimum Ontario Building Code Standards. This is the first ENERGY STAR community in Vaughan, and the largest ENERGY STAR community in York Region.

In addition to the ENERGY STAR certification of the homes, a number of other alternative subdivision design standards addressing sustainability have been discussed and will continued to be explored through the implementation process.

Conditions of draft approval are included in Attachment #1 to address the design, inspection and certification of the homes within this plan of subdivision to ensure that the ENERGY STAR requirements are addressed.

City Engineering Department

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

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Master Environmental Service Plan (MESP) and the coordination of infrastructure between adjacent lands be addressed. The draft plan will be zoned with the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 326 to 503 inclusive and Blocks 504 and 505, and Blocks 539 to 543 inclusive, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires revisions to the Transportation Management Plan, which is to 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 draft plan does not propose a park. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

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Archaeological 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 in Attachment #1.

The Region of York

The Region of York has no objections to the approval of the proposed subdivision, subject to water supply and sewage servicing capacity being identified and allocated, and subject to the Owner satisfying the Region's conditions in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP address outstanding issues respecting the appropriate buffers for the woodlots and valleyland, including the 10m buffer for residential lots abutting the valleylands, storm water management including pre-development and post-development flows, storm water assumptions respecting external developments and storm water pond configuration and design. The TRCA has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Agency Comments

Canada Post, PowerStream, and the School Boards 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 File 19T-97V15 (Artibus Development Corporation) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 39 Plan, and the area context. The proposed draft plan of subdivision, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 39 Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-97V15
4. Block 39 Block Plan
5. OPA #600 – Vellore Urban Village 1 Land Use Schedule

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Report prepared by:

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Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 72, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**NEIGHBOURHOOD TRAFFIC COMMITTEE
REVIEW OF EXISTING TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 18, 2006, be approved; and**
- 2) That staff provide a report outlining options to address the concerns raised by Members of Council with respect to Nimbus Place and Weston Downs Phase 2.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes; and
2. That the results of the traffic calming surveys distributed to residents and the Traffic Committee Chair of each completed Neighbourhood Traffic Committee be received for information purposes and considered in any future implementation of traffic calming measures in the City of Vaughan.

Purpose

To provide a summary report on the existing Traffic Calming Measures that have been installed between the years 2003 to 2005, to inform Council of the results of the before/after speed studies conducted to date, and to inform Council of the results of the surveys distributed to residents and Traffic Committee Chairs within each completed Neighbourhood Traffic Committee area.

Economic Impact

There are no financial implications associated with this report.

Background – Analysis and Options

Engineering staff have prepared a report on the existing conditions and comments on the traffic calming measures that have been installed on City roadways between the years 2003 and 2005. This report follows the first traffic calming report submitted in January, 2003 which discussed all the installed traffic calming measures up to the end of the 2002 year.

The following are the Neighbourhood Traffic Committees that were completed between the years 2003 and 2005:

- Airdrie Drive
- Barrhill Road
- Charles Street/Helena Gardens/Spring Gate Boulevard
- Flamingo Road
- Maple Landings
- Maple Sherwood
- Maple Springs Phase 2
- Nimbus Place
- Pinewood Drive/Crestwood Road
- Rosedale Heights Drive

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- Vaughan Mills Road South
- Weston Downs Phase 2
- Woodbridge Highlands and Woodbridge Meadows.

Outside of the Traffic Committee procedure the following roadways had traffic calming measures (speed humps) installed during the same time period: Belview Avenue, Chancellor Drive, Fiori Drive, Glen Shields Avenue, Matthew Drive and Ten Oaks Boulevard.

Resident Surveys

Surveys were hand delivered on July 17 and 18, 2006, to residents that live at an installed traffic calming measure within each completed Neighbourhood Traffic Committee. An example of an affected resident is one who has a speed hump or curb bump-out located directly in front of their home. The residents were asked to complete the surveys and return them by mail, fax or internet by August 4, 2006. A total of 257 surveys were individually delivered. The survey was placed on the City's web site to allow a resident another option to provide feedback. A total of 42 surveys were received, for a City-wide response rate of 16 percent.

A sample survey form is included as Attachment No. 1. Residents were asked whether they think traffic conditions have improved in their neighbourhood since the installation of traffic calming measures, and whether they think the benefits outweigh any negative aspects. They were also asked whether they think there should be more or fewer speed humps, raised crosswalks, median islands, curb extensions and painted road narrowings in their neighbourhood. Space was provided to allow for additional comments with respect to traffic calming.

Some of the data collected from the surveys is shown below.

Survey Question	# of Responses	Yes	No	More	Fewer
1. Have the conditions on your roadway improved?	40	16 or 40%	24 or 60%		
2. Do the benefits outweigh any negative aspects?	39	19 or 49%	20 or 51%		
3. Do you think there should be more or fewer?					
* Speed Humps	34			17 or 50%	17 or 50%
* Raised Crosswalks	34			20 or 59%	14 or 41%
* Median Islands	31			18 or 58%	13 or 42%
* Curb Extensions	31			17 or 55%	14 or 45%
* Painted Road Narrowings	30			17 or 57%	13 or 43%

Note: Not all questions were answered on every Survey.

Of residents responding to the surveys, 40 percent think that traffic conditions have improved in their neighbourhood since the installation of traffic calming measures, and 49 percent think that the benefits of traffic calming outweigh any negative aspects.

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With respect to individual traffic calming measures, the following is noted:

- Of the residents responding, 50 percent think there should be more speed humps and raised crosswalks in their neighbourhood, and 50 percent think there should be fewer speed humps and raised crosswalks.
- Of the residents responding, 59 percent think there should be more raised crosswalks in their neighbourhood.
- Of the residents responding, on average 56 percent think there should be more “other traffic calming measures” in their neighbourhood and 53 percent think there should be fewer. In this context, “other traffic calming measures” means measures that are not speed humps and raised crosswalks, such as raised intersection medians, flush-to-grade centre medians, curb extensions and painted road narrowings.

Most of the comments received from residents were requests for increased police enforcement of the speed limit or compliance at existing stop signs. Of the comments received concerning speed humps and raised crosswalks, many would like to see the speed humps built higher to further slow motorists. Most comments about medians and curb extensions were concerns that they were generally ineffective in slowing motorists, and that they took away on-street parking spaces.

Traffic Committee Chair Surveys

Staff sent a survey to each of the Traffic Committee chairs on July 6, 2006 for their review and comments regarding the traffic calming measures that were installed within the area. There were 14 traffic committees established and implemented between 2003 and 2005. A sample survey form is included as Attachment No. 2. Staff received 5 responses. The results are summarized in the chart below.

Committee Responding	Have Traffic Conditions Improved?		Do Benefits Outweigh Negatives?	
	Yes	No	Yes	No
1. Nimbus Place Committee		√	√	
Rosedale Heights Drive Committee	√		√	
Vaughan Mills Road South Committee	√		√	
Maple Landings Committee	√		√	
5. Woodbridge Highlands Committee		√		√

Generally, the committee chairs indicated that speed humps have helped in reducing the speeds on their roadways, would install traffic calming measures instead of all-way stop controls and that motorists do not obey stop signs. The majority would install more raised crosswalks, median islands and painted road narrowings. The installation of speed humps and curb extensions were not supported to have more installed on the roadways.

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Speed Studies

In January, 2003 staff reported on the results of a series of speed studies for all the City's traffic calming projects constructed to the end of 2002 calendar year. The results of the studies indicated that traffic calming had reduced average speeds by approximately 8 km/h, and corresponding average maximum speeds by about 13 km/h.

Staff have continued to conduct radar studies in all projects where traffic calming measures have been implemented from 2003 to the end of 2005 calendar years to determine their impacts on traffic speeds. The list of completed speed studies now includes 14 traffic calming committee areas and 6 roadways that were included during the construction period. The results are summarized below:

Project	Speed Before Implementation		Speed After Implementation	
	Average (km/h)	Max. (km/h)	Average (km/h)	Max. (km/h)
1. Maple Springs Phase 2 Committee	40	67	41	61
2. Barrhill Road and Area Committee	48	73	38	55
3. Woodbridge Highlands Committee	47	79	47	76
4. Weston Downs Phase 2 Committee	46	67	44	76
5. Rosedale Heights Drive Committee	44	67	44	67
6. Pinewood Drive/Crestwood Road Committee	47	94	43	70
7. Maple Sherwood Committee	47	73	41	58
8. Maple Landings Committee	44	67	42	70
9. Charles Street/Helena Gardens Committee	46	68	41	58
10. Flamingo Road Committee	46	61	45	61
11. Airdrie Drive Committee	53	78	49	64
12. Nimbus Place Committee	47	81	38	49
13. Woodbridge Meadows Committee	47	64	42	70
14. Vaughan Mills Road South Committee	N/A	N/A	36	49
15. Fiori Drive Speed Humps	44	70	45	64
16. Ten Oaks Boulevard Raised Crosswalk				
17. Matthew Drive Raised Crosswalk	35	67	32	49
18. Belview Avenue Speed Hump	N/A	N/A	35	49
19 Chancellor Drive Speed Humps	N/A	N/A	42	64
20 Glen Shields Avenue Speed Humps	N/A	N/A	39	52

Average for all projects	50	72	40	59
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The results show that traffic calming has reduced average speeds by approximately 10 km/h, and corresponding average maximum speeds by about 13 km/h, which is consistent with the results reported in January 2003.

Existing Neighbourhood Traffic Committee Policy and Procedure

The process by which traffic calming is implemented in existing areas of the City of Vaughan is through the Neighbourhood Traffic Committee Policy and Procedure. The current version of this document is dated January 2003. This policy and procedure superceded the City's original document dated December 1997.

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Municipal Class Environmental Assessment Requirements

In June 2000, installation or removal of traffic calming measures was included in the Municipal Class Environmental Assessment (EA) process. Projects involving the construction or removal of traffic calming measures are now Schedule B Class EA projects if they are expected to cost less than \$1,500,000. The Ministry of the Environment requires that proponents of Schedule B projects go through a process involving public consultation, the examination of alternate solutions, and the issuing of Notices of Commencement and Completion. The City of Vaughan has been following the process, and even exceeds Class EA requirements for public consultation.

Existing Traffic Calming Criteria

It is recommended that all future traffic calming measures be installed on City of Vaughan streets in accordance with the existing warranting criteria. It is further recommended that the existing warrants remain as a procedure to simply dictate where certain traffic calming measures should not be considered.

- Speed humps and raised crosswalks not be considered on streets that are primary emergency response routes or transit routes. This would eliminate streets such as Martin Grove Road or Clark Avenue, and most primary roads, from being candidates for speed humps and raised crosswalks.
- Traffic calming measures not be considered on streets where the speed limit is greater than 50 km/h.
- Traffic calming measures not be considered where speeds are not in excess of the posted speed limit by at least 10 km/h. This will ensure that traffic calming measures are used only on streets where a speeding problem has been established.

Existing Traffic Calming Standard Drawings

A number of standard drawings have been developed to standardize the design of traffic calming measures currently in use in the City of Vaughan. The drawings detail a number of features such as sign sizes, symbols and locations, pavement markings, dimensions and use of materials for each type of traffic calming measure in use in the City. The following is a list of traffic calming measures that are incorporated in the City's Design Criteria and Standards Manual.

- Traffic Calming Advance Warning Signs
- Speed Hump
- Raised Crosswalk
- Raised Intersection
- Roundabout Layout
- Single-Lane Roundabout
- Mini-Roundabout
- Traffic Calming Medians
- Curb Extensions and Road Narrowings
- Chicane

Existing Traffic Calming in the City of Vaughan

There are 48 completed Neighbourhood Traffic Calming Committees in the City. The following list illustrates the type and number of traffic calming measures on installed City roadways over the past several years.

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Type of Traffic Calming Measure	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Totals
Speed Humps	32	27	34	27	35	155
Raised Crosswalks	18	6	7	10	8	49
Centre Medians	7	3	0	7	0	17
Painted Road Narrowings	8	2	2	5	1	18
Curb Extensions/Bump-outs	25	11	1	9	0	46
Intersection Medians	9	2	11	4	4	30
Patterned At-grade Crosswalks	11	0	0	0	8	19

There are 8 other committees in the process of developing traffic calming plans or waiting for their implementation. At the current rate traffic calming measures will soon be implemented in most existing residential areas of the City. To date the City has spent a total of over \$2.0 million on 48 individual traffic calming projects.

Each Traffic Committee involves a considerable amount of staff time: preparation and attendance at a minimum of two public meetings; working meetings with the Traffic Committee members; distribution of meeting notices; field work including speed studies, traffic counts and sometimes infiltration studies; reports to Committee of the Whole and Council; traffic calming design; tender preparation and contract administration of the construction of traffic calming measures. The work is done with limited staff resources and on extended working hours.

While studies have proven that speed humps and raised crosswalks are effective measures for reducing traffic speeds, and surveys have established they are generally popular with residents, they have undesirable impacts on heavy vehicles and emergency response times. Unless public expectations begin to change regarding the role of primary roads, residents will continue to demand that additional traffic calming measures, primarily speed humps and raised crosswalks, be implemented on these streets. It is proposed through the Traffic Calming Warrants that most primary roads in these new blocks not be candidates for speed humps and raised crosswalks, because of their higher volumes and role in providing a route for transit and emergency response, and that other measures be considered. These include raised intersections, roundabouts, medians, curb extensions or road narrowings, contrasting materials, pavement markings and warning signage.

Staff are also of the view that effective police enforcement of vehicle speeds combined with our radar message board program and public education, including expanded ROADWATCH programs, together with a change in the public's attitude towards driving is necessary to create the vehicular travel conditions that residents desire in their neighbourhoods.

Planter Boxes on Centre Median Guidelines

Over the years, requests have been received to place planter boxes on a center median as part of the Neighbourhood Traffic Committee process or as streetscape enhancement and/or an entry feature to a subdivision. To ensure that there is sufficient sight line distance to view pedestrians crossing or approaching vehicles at an intersection where medians are introduced the following draft guidelines have been developed. These guidelines are shown on Attachment No. 3.

- The clearance zone from a planter box to the face of curb of the median should not be less than 250 mm.
- The planter box should not be placed within 3.0 metres at the intersection end of the median and 2.0 metres at the approach end of the median.
- The center median, planter box or planting bed, and planting material should not exceed a total height of 1.05 metres. (Driver's eye height)

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- The number of planter boxes may vary pending on the length of the center median. A recommended minimum spacing between planter boxes is 1.0 metre.
- All planter boxes should be anchored to the median in such a manner that the box cannot be easily displaced should it be contacted.

There continues to be much debate in the Engineering field as to the ability to incorporate planted medians as part of an effective traffic calming program. There is little specific criteria in any of the standards or specifications dealing with this element and many jurisdictions are left to devise local practices in this regard. Engineering staff are working with their counterparts at the Region and in York Region area municipalities to develop guidelines to address those situations where streetscaping and the like can be incorporated into traffic calming measures. The results of these efforts can then be used as a guideline to accepted practice for both Regional and Local Municipal roadways across the Region of York.

Relationship to Vaughan Vision 2007

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

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

Conclusion

It is recommended that the results of the resident and the traffic chair traffic calming surveys be considered in any future implementation of traffic calming, and the results of the speed studies be received for information purposes. It is also recommended that the existing Neighbourhood Traffic Committee Policy and Procedure, Warrants and Traffic Calming Standard Drawings remain unchanged.

Attachments

1. Sample Resident Survey
2. Sample Survey Traffic Committee Chair
3. Planter Box on Centre Median Guideline Drawing

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Mike Dokman, Supervisor Traffic Engineering, ext. 3118

MD:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 73, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

73

**MUNICIPAL ENGINEERS ASSOCIATION
2007 WORKSHOP AND ANNUAL GENERAL MEETING**

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

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

There are no financial implications associated with this report.

Purpose

To advise of the Municipal Engineers Workshop and Annual General Meeting planned to be held in Vaughan in November, 2007.

Background - Analysis and Options

The Municipal Engineers Association represents some 600 Professional Engineers working for approximately 110 of Ontario municipalities. Its members volunteer to represent their peers with many municipal and provincial associations and government departments to provide Public Works practitioners' impact into policy development and to coordinate the municipal engineering response to new legislation. The Association promotes the sharing of knowledge and information amongst Ontario's municipal engineers, address issues of common concern, acts as a resource in matters relating to municipal engineering and is an advocate of sound municipal engineering.

The Association holds a Workshop in November of each year coinciding with the Association's Annual General Meeting. The location of the Workshop/AGM is held in various municipalities around the province. In 2006, the workshop will be held in Brockville. Previous workshops have been held in municipalities such as Markham, Mississauga, Kingston, Windsor, North Bay and Thunder Bay to name but a few.

The Workshop consists of presentations covering a wide variety of technical topics, tours of local industry/municipal facilities and various social functions. The Workshop presents an opportunity for municipal engineers to interact with their peers from across the province and for engineering community to visit the host municipality.

The Association is planning to hold its 2007 Workshop/AGM in Vaughan for the first time. This Workshop would be organized by MEA members employed by the City of Vaughan, the Region of York and Area Municipalities. It is expected that approximately 110 hotel rooms will be required for each of the 3 nights of the workshop and attendance (daily and full registration) of approximately 150 to 175 is expected.

The Workshop is self funding through sponsorships and registration fees and will not require funding from the host municipality.

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Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, C-1 Encourage Staff Learning and Growth and C-3, Build Positive Staff Morale.

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

Conclusion

The planned Municipal Engineers Association Workshop and Annual General Meeting in November 2007 will attract about 175 attendees and is a great opportunity for municipal engineers from across the province to experience Vaughan and York Region and is an opportunity for local municipal engineers to conveniently attend an educational workshop.

Attachments

N/A

Report prepared by:

Bill Robinson, P. Eng., Commissioner of Engineering and Public Works, ext 8247

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Item 74, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

74

MAPLE VILLAGE TURNING PROHIBITIONS

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated September 18, 2006, be approved;**
- 2) That staff provide the traffic infiltration study to York Region Transportation and Works Department, on behalf of the Maple Village Ratepayers Association, and request that turning prohibitions be implemented at three access locations; south bound in the AM from Keele Street to Barrhill Road (left turn), Keele Street to Fieldgate Drive (left turn), and Cromwell Road through to Fieldgate Drive, and north bound in the PM across Rutherford Road onto Barrhill Road, on a six (6) month trial basis with a further review to be undertaken at the end of the term; and**
- 3) That the following deputations and petition be received:**
 - a) Mr. Alan Kay, Maple Village Ratepayers Association, 604 Barrhill Road, Maple, L6A 1N6;**
 - b) Mr. Ed Grisolia, Maple Village Ratepayers Association, 231 Butterfield Crescent, Maple, L4A 1L1; and**
 - c) Petition submitted by Councillor Meffe.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

- 1. That this report be received for information purpose; and**
- 2. That the Regional Municipality of York, Transportation and Works Department be advised of the results of the resident survey.**

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of implementing turning prohibitions into the Maple Village Neighbourhood, in response to a request from the Maple Village Ratepayers Association.

Background - Analysis and Options

On Thursday, May 11, 2006, staff conducted a license plate trace survey in the Maple Village Neighbourhood. The times that this survey was conducted were from 6:30 am to 8:30 am, and 4:00 pm to 7:00 pm. The times of the study were chosen to correspond with the Go Train arrival and departure schedules. A copy of the memorandum dated June 13, 2006 as Attachment # 2, outlines the results of the license plate study.

On July 12, 2006, Engineering staff attended a community meeting held by the Maple Village Ratepayers Association. The outcome of the meeting was that the majority of those in attendance were in favour of implementing turning restrictions into the Maple Village subdivision.

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Further to the community meeting, Engineering Staff distributed a survey on behalf of the Maple Village Ratepayers Association to the residents asking if they support the proposed three turning restrictions in the morning peak period, and one turning restriction in the evening peak period. Surveys were mailed out on August 28, 2006. A copy of the Maple Village Ratepayers Association survey is Attachment #3.

Residents were requested to vote separately for the morning and evening turning restrictions. Residents were requested to return the surveys by mail, fax, or email by September 13, 2006. As of September 13, 303 surveys had been received. A total of 1428 surveys were distributed, giving a return rate of 21%.

The results of the survey are:

AM in Favour	AM Against	PM in Favour	PM Against
62%	38%	61%	39%

Typically, support of 66.6% of the community should be achieved prior to the implementation of any prohibition. As these prohibitions are proposed at Regional intersections, the Region of York also expects the resident support of 66.6% prior to implementation.

Based on the results of the survey, the proposed prohibitions did not receive the required 66.6% support.

Several residents on Dina Road have expressed concerns that any Left Turn prohibition implemented at Barrhill Road and/or Fieldgate Drive, will transfer traffic onto Dina Street to reach Fieldgate Drive. Staff received a 'supplemental' survey from the residents living on or near Dina Road, the findings of which would not have changed the results. While the results of this unofficial survey supported the turning prohibitions they included a request to implement a left turn prohibition at Dina Road and Keele Street also. This additional prohibition is subject to approval by the Region as well.

There are two plazas that will be impacted by the morning prohibitions should they be implemented. One plaza is located at the N/E corner of Keele Street and Barrhill Road. To enter this plaza, vehicles traveling southbound must turn left onto Barrhill Road and then into the plaza. The second plaza is located at the S/E corner Keele Street and Fieldgate Drive. This is accessible from Keele Street for vehicles traveling northbound only. Vehicles traveling southbound must turn left onto Fieldgate Drive, and then enter the plaza. In both cases, these plazas will not be accessible to vehicles traveling southbound in the morning should the morning turning prohibitions be implemented. Some businesses in these plazas open as early as 7:30 am.

Our Lady of Peace Catholic Elementary School on Barrhill Road, is located within this study area. The catchment area for this school is within the Maple Village Neighbourhood Association area. In the 2005 – 2006 school year, there were approximately 60 students attending this school from outside of the Maple Village Subdivision area. Transportation by the School Board is not provided for these students, therefore they either walk or are dropped off and picked up by their parents. Should these prohibitions be implemented, the parents of these students would be required to travel via Rutherford Road or Keele Street and then north or south on Barrhill Road respectively to the school site.

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).

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

Conclusion

Based on the results of the survey, the proposed prohibitions did not receive the required 66.6% residents support. Final approval would be subject to the Region of York as the affected intersections are under their jurisdiction.

Attachments

1. Location Map
2. Memorandum dated June 13
3. Survey Distributed on the behalf of the Maple Village Ratepayers Association

Report prepared by:

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

LW:mc

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

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Item 75, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

75

**ZONING BY-LAW AMENDMENT FILE Z.06.026
DRAFT PLAN OF SUBDIVISION FILE 19T-06V04
GREENBROOKE DEVELOPMENTS INC.
REPORT #P.2006.49**

- AND -

**ZONING BY-LAW AMENDMENT FILE Z.03.072
1260335 ONTARIO LTD.
REPORT #P.2004.55**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the following deputations and written submission be received:**
 - a) Mr. Abdul Bapoo, 131 Greenbrooke Drive, Woodbridge, L4L 8L1, and written submission dated September 18, 2006; and**
 - b) Mr. Roy Mason, on behalf of Greenbrooke Developments Inc.;**
- 3) That the written submission of Mr. Dennis C. Hefferon, Barrister and Solicitor, Royal Bank Plaza, South Tower, 200 Bay Street, Suite 2600, P.O. Box 185, Toronto, M5J 2J4, dated September 15, 2006, be received; and**
- 4) 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.06.026 (Greenbrooke Developments Inc.) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:**
 - i) rezone Lot 1, Lots 18 to 26 inclusive, Lots 30 to 41 inclusive, Lots 45 to 58, Lots 62 to 73 inclusive, Lots 77 to 90 inclusive, Lots 103 to 109 inclusive, Lots 116 to 121 inclusive, Lots 123 to 126 inclusive, Lots 128 to 142 inclusive, Lots 150 to 159 inclusive, Lots 162 to 164 inclusive, Lots 167 to 169 inclusive, Lots 173, 176, and 177, from A Agricultural Zone to RD1(H) Residential Detached Zone with the "H" Holding Symbol to provide for 13 lots for single detached dwelling units with 24.4m frontages, and to provide for 100 single detached dwelling units with 18.3m frontages;**
 - ii) rezone Lots 2 to 17 inclusive, Lots 27 to 29, Lots 42 to 44 inclusive, Lots 59 to 61 inclusive, Lots 74 to 76 inclusive, Lots 91 to 102 inclusive, Lots 110 to 115 inclusive, Lots 122 and 127, Lots 143 to 149 inclusive, Lots 160, 161, 165, 166, Lots 170 to 172, Lots 174, 175, Lots 178 to 188 inclusive, Lots 197, 198, Lots 219 to 222, Lots 226 to 229, Lots 349 to 355 inclusive, Lots 369, 371, 372, Lots 395 to 401 inclusive, Lot 424, 425, 450, 451, 456, 457, Lots 478 to 480 inclusive,**

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Lots 492 to 495 inclusive, Lots 500 to 503 inclusive, and Lots 527 to 529 inclusive, and Blocks 535 and 536 from A Agricultural Zone to RD2 (H) Residential Detached Zone with the “H” Holding Symbol, to provide for 122 lots for single detached dwelling units with minimum 15.3m frontages, and 2 blocks to be combined with adjacent blocks to create 2 full single detached lots;

- iii) rezone Lots 189 to 196 inclusive, Lots 199 to 218 inclusive, Lots 223 to 225 inclusive, Lots 230 to 233 inclusive, Lots 250 to 267 inclusive, Lots 304 to 311 inclusive, Lots 339 to 348 inclusive, Lots 356 to 368 inclusive, Lot 370, Lots 373 to 394 inclusive, Lot 402 to 423 inclusive, Lot 426 to Lot 449 inclusive, Lots 452 to 455 inclusive, Lot 458 to 477 inclusive, Lots 481 to 491 inclusive, Lots 496 to 499 inclusive, Lots 504 to 526 inclusive, and Lots 530 to 534 inclusive, and Blocks 537 to 539 inclusive, from A Agricultural Zone to RD3(H) Residential Detached Zone with the “H” Holding Symbol, to provide for 220 lots for single detached dwelling units, and 2 blocks to be combined with adjacent blocks to create 2 lots for single detached dwelling units, all with minimum 12.5 m frontages;
- iv) rezone Lots 234 to 249 inclusive, Lots 268 to 303 inclusive, Lots 312 to 320 inclusive and Lots 332 to 338 inclusive from A Agricultural Zone to RS1 (H) Residential Semi-Detached Zone with the “H” Holding Symbol, to provide for 136 semi-detached dwelling units with minimum 7.5m/unit frontages;
- v) rezone Blocks 321 to 331 inclusive from A Agricultural Zone to RT1 (H) Residential Townhouse Zone with the “H” Holding Symbol, to provide for 60 townhouse units with minimum 7.5m/unit frontages;
- vi) require that prior to the removal of the “H” Holding Symbol from Lots 1 to 320 inclusive, Lots 332 to 534 inclusive, Blocks 321 to 331 inclusive, and Blocks 535 to 539 inclusive, that water supply and sewage servicing capacity shall be identified and allocated by the City;
- vii) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing zoning by-law for Blocks 535 to 539 inclusive, with the “H” Holding Symbol, where the “H” can only be lifted when the Blocks develop with the adjacent lands;
- viii) rezone School Block 542 from A Agricultural Zone to RD3 Residential Detached Zone;
- ix) rezone Neighbourhood Park Block 543, and Link Park Blocks 544 to 546 inclusive, from A Agricultural Zone to OS2 Open Space Park Zone;
- x) rezone Landscape Buffer Blocks 547 and 548 inclusive, from A Agricultural Zone to RR Rural Residential Zone, consistent with the adjacent lands abutting the buffer area, and to be conveyed to the individual abutting land owners, and not to the City or TRCA;
- xi) rezone Woodlot Block 541 from A Agricultural Zone to OS4 Open Space Woodlot Zone;
- xii) rezone Existing House Block 540 from A Agricultural Zone to RD3 Residential Detached Zone; and
- xiii) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision:

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2. THAT Draft Plan of Subdivision File 19T-06V04 (Greenbrooke Developments Inc.), as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report;
3. THAT the conditions of Block Plan approval for Block 40 South as approved by Council on April 24, 2006, and as set out in Attachment #1, be satisfied prior to final approval of Draft Plan of Subdivision 19T-06V04 (Greenbrooke Developments Inc);
4. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision File 19T-06V04 (Greenbrooke Developments Inc.) shall contain a provision that the parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% 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;
5. THAT the Owner shall enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City; and
6. THAT Zoning By-law Amendment File Z.03.072 (1260335 Ontario Ltd.) BE APPROVED, to rezone the subject lands shown on Attachment #4 from A Agricultural Zone to RR Rural Residential Zone.

Economic Impact

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

Purpose

The Owners have submitted applications to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3, from A Agricultural Zone to:
 - RD1(H) Residential Detached Zone with the "H" Holding Symbol for Lot 1, Lots 18 to 26 inclusive, Lots 30 to 41 inclusive, Lots 45 to 58, Lots 62 to 73 inclusive, Lots 77 to 90 inclusive, Lots 103 to 109 inclusive, Lots 116 to 121 inclusive, Lots 123 to 126 inclusive, Lots 128 to 142 inclusive, Lots 150 to 159 inclusive, Lots 162 to 164 inclusive, Lots 167 to 169 inclusive, and Lots 173, 176, and 177;
 - RD2(H) Residential Detached Zone with the "H" Holding Symbol for Lots 2 to 17 inclusive, Lots 27 to 29, Lots 42 to 44 inclusive, Lots 59 to 61 inclusive, Lots 74 to 76 inclusive, Lots 91 to 102 inclusive, Lots 110 to 115 inclusive, Lots 122 and 127, Lots 143 to 149 inclusive, Lots 160, 161, 165, 166, Lots 170 to 172, Lots 174, 175, Lots 178 to 188 inclusive, Lots 197, 198, Lots 219 to 222, Lots 226 to 229, Lots 349 to 355 inclusive, Lots 369, 371, 372, Lots 395 to 401 inclusive, Lots 424, 425, 450, 451, 456, 457, Lots 478 to 480 inclusive, Lots 492 to 495 inclusive, Lots 500 to 503 inclusive, and Lots 527 to 529 inclusive, and Blocks 535 and 536;

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- RD3 (H) Residential Detached Zone with the “H” Holding Symbol for Lots 189 to 196 inclusive, Lots 199 to 218 inclusive, Lots 223 to 225 inclusive, Lots 230 to 233 inclusive, Lots 250 to 267 inclusive, Lots 304 to 311 inclusive, Lots 339 to 348 inclusive, Lots 356 to 368 inclusive, Lot 370, Lots 373 to 394 inclusive, Lots 402 to 423 inclusive, Lots 426 to Lot 449 inclusive, Lots 452 to 455 inclusive, Lots 458 to 477 inclusive, Lots 481 to 491 inclusive, Lots 496 to 499 inclusive, Lots 504 to 526 inclusive, and Lots 530 to 534 inclusive, and Blocks 537 to 539 inclusive;
 - RS1(H) Residential Semi-detached Zone with the “H” Holding Symbol for Lots 234 to 249 inclusive, Lots 268 to 303 inclusive, Lots 312 to 320 inclusive, and Lots 332 to 338 inclusive;
 - RT1(H) Residential Townhouse Zone with the “H” Holding Symbol for Blocks 321 to 331 inclusive;
 - RD3 Residential Detached Zone for Elementary School Block 542;
 - RR Rural Residential Zone for Blocks 547 and 548;
 - OS2 Open Space Park Zone for Neighbourhood Park Block 543, and Link Park Blocks 544 to 546;
 - OS1 Open Space Conservation Zone for Landscape Buffer Blocks 549 to 550 inclusive;
 - OS4 Open Space Woodlot Zone for Woodlot Block 541; and
 - RD3 Residential Detached Zone for Existing House Block 540.
2. Draft Plan of Subdivision approval (Attachment #3) consisting of the following:
- 455 lots for single detached dwelling units with minimum frontages ranging from 12.5m to 24.4m
 - 136 semi detached units with minimum frontages of 7.5m
 - 60 townhouse units with minimum frontages of 7.5m
 - 5 blocks to be combined with the adjacent draft plans of subdivision to facilitate the development of 5 single detached dwelling units
 - 1 woodlot block
 - 1 elementary school block
 - 1 neighbourhood park block
 - 2 link park blocks
 - 4 buffer blocks
 - 1 existing house block
3. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #4, from A Agricultural Zone to RR Rural Residential Zone, to facilitate the future severance of the parcel into two residential lots.

Background - Analysis and Options

The 51.93 ha proposed Greenbrooke subdivision (Files Z.06.026 and 19T-06V04) shown on Attachments #2 and #3, are located on the west side of Weston Road, south of Teston Road, in Planning Block 40 South, in Part of Lot 23, Concession 6, City of Vaughan. The 1.08 parcel

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located at the southwest corner of Weston Road and Greenbrooke Drive, and subject to File Z.03.072 as shown on Attachments #1 and #4 is described as Part of Block 21 within Registered Plan 65M-2192, City of Vaughan.

The subject Greenbrooke subdivision is designated “Low Density Residential”, “Medium Density Residential-Commercial”, “Tableland Woodlot”, “Neighbourhood Park” and “Elementary School” by OPA 600, and is zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. The 1.08 ha parcel is designated “Estate Residential” by OPA #600, and zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are:

North - existing residential (RR Rural Residential Zone)

South - vacant; proposed residential (A Agricultural Zone)

East - Weston Road; vacant, future commercial and residential (C3 Local Commercial Zone, C4 Neighbourhood Commercial Zone, RD3 Residential Detached Zone and RD4 Residential Detached Zone)

West - vacant (A Agricultural Zone)

Public Hearing

On May 26, 2006, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, to consider the Greenbrooke subdivision and rezoning proposal. Letters of objection/concern were received with respect to this application and will be discussed in the Planning Consideration section of this report. The recommendation of the Committee of the Whole to receive the Public Hearing report of June 19, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 26, 2006.

A separate discussion of the rezoning of the 1.08ha parcel (Z.03.072) at the southwest corner of Weston Road and Greenbrooke Drive, from A Agricultural Zone to RR Rural Residential Zone, to facilitate a future severance into 2 lots, is provided later in this report.

Block 40 South Block Plan

Development Planning Staff have reviewed the proposed draft plan of subdivision application in the context of the April 24, 2006, Council approved Block 40 South Block Plan and are satisfied that it meets the intent of the Block Plan. The draft plan provides for one of the three anticipated elementary school sites, a portion of one of the neighbourhood parks, and preserves an existing woodlot.

The Policy Planning Department has provided an update on the status of the April 24, 2006 Block Plan Conditions. Based on that review, all outstanding block plan conditions have been included as conditions of draft plan approval in Attachment #1.

Official Plan

i) Land Use Designation

The subject lands shown on Attachment #3 are designated “Low Density Residential”, “Medium Density Residential/Commercial”, “Tableland Woodlot”, “Neighbourhood Park” and “Elementary School” by OPA #600. The Official Plan permits single-detached and semi-detached dwellings, and townhouse units, schools, parks and open spaces. The uses proposed in the subdivision plan conform to the Official Plan.

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ii) Density

The “Low Density Residential” policies of OPA #600 permit a maximum net density of 22 units per hectare. The density calculation includes the lands for local and primary roads, and residential units. The net residential density on the subject lands is approximately 13.7 units per hectare. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

Within the “Medium Density Residential-Commercial” areas, the net density shall be between 17-40 units per hectare. Within each Block Plan, the average net density, taken across all the Medium Density Residential-Commercial” areas shall be in the range of 25 to 35 units per hectare. The net residential density on the subject lands is 26.1 units per hectare, which conforms to the policies of OPA #600.

Zoning

The subject lands shown on Attachment #3 are currently zoned A Agricultural Zone and OS4 Open Space Woodlot Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment is required to rezone the lands from A Agricultural Zone to the following residential zones in accordance with the standard requirements of Schedule “A3” in By-law 1-88:

a) Residential

- i) Lot 1, Lots 18 to 26 inclusive, Lots 30 to 41 inclusive, Lots 45 to 58, Lots 62 to 73 inclusive, Lots 77 to 90 inclusive, Lots 103 to 109 inclusive, Lots 116 to 121 inclusive, Lots 123 to 126 inclusive, Lots 128 to 142 inclusive, Lots 150 to 159 inclusive, Lots 162 to 164 inclusive, Lots 167 to 169 inclusive, and Lots 173, 176, and 177 are proposed to be rezoned to RD1(H) Residential Detached Zone with the “H” Holding Symbol to provide for 13 lots for single detached dwelling units with 24.4m frontages, and to provide for 100 single detached dwelling units with 18.3m frontages;
- ii) Lots 2 to 17 inclusive, Lots 27 to 29, Lots 42 to 44 inclusive, Lots 59 to 61 inclusive, Lots 74 to 76 inclusive, Lots 91 to 102 inclusive, Lots 110 to 115 inclusive, Lots 122 and 127, Lots 143 to 149 inclusive, Lots 160, 161, 165, 166, Lots 170 to 172, Lots 174, 175, Lots 178 to 188 inclusive, Lots 197, 198, Lots 219 to 222, Lots 226 to 229, Lots 349 to 355 inclusive, Lots 369, 371, 372, Lots 395 to 401 inclusive, Lots 424, 425, 450, 451, 456, 457, Lots 478 to 480 inclusive, Lots 492 to 495 inclusive, Lots 500 to 503 inclusive, and Lots 527 to 529 inclusive, and Blocks 535 and 536 are proposed to be rezoned to RD2 (H) Residential Detached Zone with the “H” Holding Symbol, to provide for 122 lots for single detached dwelling units with a minimum of 15.3m frontages, and 2 blocks to be combined with adjacent blocks to create 2 full lots for single detached dwelling units;
- iii) Lots 189 to 196 inclusive, Lots 199 to 218 inclusive, Lots 223 to 225 inclusive, Lots 230 to 233 inclusive, Lots 250 to 267 inclusive, Lots 304 to 311 inclusive, Lots 339 to 348 inclusive, Lots 356 to 368 inclusive, Lot 370, Lots 373 to 394 inclusive, Lots 402 to 423 inclusive, Lots 426 to Lot 449 inclusive, Lots 452 to 455 inclusive, Lots 458 to 477 inclusive, Lots 481 to 491 inclusive, Lots 496 to 499 inclusive, Lots 504 to 526 inclusive, and Lots 530 to 534 inclusive, and Blocks 537 to 539 inclusive, are proposed to be rezoned to RD3(H) Residential Detached Zone with the “H” Holding Symbol, to provide for 220 lots for single detached dwelling units, and 2 blocks to be combined with adjacent blocks to create 2 full lots for single detached dwelling units, all with minimum 12.5 m frontages;

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- iv) Lots 234 to 249 inclusive, Lots 268 to 303 inclusive, Lots 312 to 320 inclusive, and Lots 332 to 338 inclusive are proposed to be rezoned to RS1 (H) Residential Semi-Detached Zone with the “H” Holding Symbol, to provide for 136 semi-detached dwelling units with minimum 7.5m/unit frontages;
- v) Blocks 321 to 331 are proposed to be rezoned to RT1 (H) Residential Townhouse Zone with the “H” Holding Symbol, to provide for 60 townhouse units with minimum 7.5m/unit frontages; and,
- vi) Block 540 is proposed to be rezoned to RD3 Residential Detached Zone, to facilitate one lot for the existing single-detached dwelling on a minimum 12m frontage lot.

These residential lands will be zoned with the “H” Holding Symbol as the residential dwelling units 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 “H” Holding Symbol shall not be removed until the water and sewage servicing capacity has been identified and allocated by the City. Blocks 535 to 539 inclusive, will also have the additional “H” Holding Symbol restriction which can only be lifted when the Blocks develop with the adjacent lands.

b) Non-Residential Lands

The draft plan, as shown on Attachment #3, provides for uses which will be zoned as follows:

- i) Block 542 as shown on Attachment #3 is proposed to be zoned RD3 Residential Detached Zone to facilitate a 2.43 ha elementary school block;
- ii) Block 543 is proposed to be zoned OS2 Open Space Park Zone to facilitate a 0.797 ha neighbourhood park block;
- iii) Blocks 544 to 546 are proposed to be zoned OS2 Open Space Park Zone to facilitate 2 link parks;
- iv) Blocks 549 and 550 are proposed to be zoned OS1 Open Space Conservation Zone for landscape buffer blocks adjacent to Weston Road;
- v) Blocks 547 and 548 are proposed to be zoned RR Rural Residential Zone consistent with the adjacent existing rural residential development to the north. These lands are to be conveyed to the individual lot owners under a separate agreement; and
- vi) Block 541 is proposed to be zoned OS4 Open Space Woodlot Zone to facilitate a 1.753 ha woodlot;

c) Proposed Rezoning to Rural Residential Zone Zoning Amendment Application Z.03.072 1260335 Ontario Ltd.

The lands subject to this Zoning By-law Amendment Application comprise the remainder of Block 21, Plan 65M-2192. As these lands are immediately adjacent to the draft plan, which is being considered in this report, the Development Planning Department also considers it appropriate to address this application at this time. The lands subject to this application have direct frontage

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onto Greenbrooke Drive and are designated “Estate Residential” by OPA #600. The Official Plan permits single-detached dwelling units on large lots. The applicant has proposed to re-zone the subject lands from A Agricultural Zone to RR Rural Residential Zone as shown on Attachment #4.

The applicant has indicated that an application for severance would be submitted to subdivide the lands into two residential lots, one lot having an area of 5,791.5m² and 80m of frontage on Greenbrooke Drive, with the second lot having an area of 5,105.3m² and a frontage of 60m.

The zoning application was presented to the Committee of the Whole at a Public Hearing on March 22, 2004. At the public hearing, two residents spoke on the matter. Council directed that the applicant meet with the area residents to resolve any outstanding concerns prior to this matter proceeding to a future Committee of the Whole meeting. The applicant advised Development Planning Staff that he met with the area residents on August 23rd, 2006, and that the outstanding concerns have been resolved.

The two proposed residential lots are similar in terms of the size, shape, and frontage as the existing lots on Greenbrooke Drive, therefore, the Development Planning Department is of the opinion that the proposed rezoning of the subject lands to RR Rural Residential Zone can be supported, and will maintain consistency in zoning with the lots in the existing subdivision.

Planning Considerations – Proposed Greenbrooke Subdivision

The Development Planning has received two letters from the public regarding this application. One letter was received from a resident of the existing Greenbrooke Drive subdivision who provided the following comments/concerns:

1. That the proposed draft plan not result in additional stormwater runoff being diverted into the creek adjacent to their dwelling.
2. That consideration be given to the provision of full municipal services to the owners of Greenbrooke Drive.

A second letter was received from a resident whose lot directly abuts the proposed draft plan. This resident has a number of concerns with the proposed development. The comments are summarized as follows:

1. The proposed draft plan does not conform to OPA #600 and an Official plan amendment application should be required. The resident claims that the land use designation shown on OPA #600 is “Estate Residential” and not low density residential. In addition, despite the assertion that Section 12.0 “Interpretation” of OPA #600 permits minor adjustments to land use boundaries in certain instances, this adjustment is not minor and should not be permitted.
2. The resident claims that his lot is located at the base of a hill and that the applicants lands are approximately 12 feet higher in elevation. Should dwellings be developed on these lands (despite the proposed 10.0 foot buffer, landscaping, fence and larger lots) the current zoning standards (7.5 m rear yards) would create a situation where the new residents would look directly into his home/yard due to the grade change. In summary, the resident is of the opinion that the proposed development is not compatible with the existing estate development and would erode the current character of the subdivision.

The Development Planning Department has reviewed the concerns raised and provides the following comments:

1. Block 40 provides on-site stormwater management facilities that are designed to accommodate the post development storm flows from the Block 40 area and as such should not result in any increase to flows to the existing creek.

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2. The Engineering Department is reviewing all the servicing requirements through the Master Environmental Servicing Plan. The above letter has been sent to the Engineering Department for their review.
3. The Development Planning Department has reviewed the proposed development in the context of OPA #600 and is satisfied that the Plan meets the intent of the Official Plan and that a further official plan amendment is not required.
4. The Development Planning Department is of the opinion that Section 12.0 “Interpretation” of OPA #600 is applicable, and considers the matter be a minor boundary adjustment. It is noted that the applicant has addressed the intent of the plan by designing this area of the subdivision to provide for single detached dwelling units with large lots. The purpose of this design is to respect the need for a transition from the estate lots to the proposed lotting fabric.
5. The Development Planning Department is of the opinion that the applicant has addressed the transition of development forms from the estate subdivision to the draft plan area with the provision of the 3m buffer block along the rear yards of the Greenbrooke lots, and through the development of large lots for detached dwelling units which will be compatible with the existing development.

Subdivision Design

The proposed plan of subdivision as shown on Attachment #3, has been designed to provide a series of window streets with landscaped buffers adjacent to Weston Road, thereby reducing the instances of flankage lots abutting the arterial roadway. This design will create an aesthetically pleasing streetscape along the arterial roadway, and will eliminate the need for extensive noise mitigating sound barriers.

The subject lands abut an existing estate residential subdivision to the north. The applicant has designed the plan to provide for significantly deeper residential lots (ranging in depth from 44.0 m to over 60.0 m) and has included a buffer block measuring 3m in depth along the entire length of the existing Greenbrooke Drive development. This design allows for a transition of lot sizes and densities from the estate lots in the north to the town homes and semi-detached units located in the southern portion of the plan.

The plan includes a centrally located elementary school block adjacent to a neighbourhood park which is to be partially provided for on this plan and partially provided for on the plan to the south. The park block will be connected to a woodlot, which will be preserved on the lands by a series of connecting linear park blocks.

The residential units within the draft plan will be accessed by a series of local streets and cul-du-sacs. The draft plan provides for the creation of a section of one of the primary east-west block collector roads

The development details for the draft plan of subdivision are as follows:

455 single detached units	28.717ha
136 semi-detached units	3.584 ha
60 townhouse units	1.563 ha
Existing House Block 540	0.264 ha
Woodlot Block 541	1.753 ha
Elementary School Block 542	2.430 ha
Neighbourhood Park Block 543	0.797 ha
Link Park Blocks 544- 546	0.429 ha

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Buffer Blocks 547-550	0.574 ha
Road Widening (Block 551)	0.192 ha
0.3m Reserves (Block 552-627)	0.031 ha
<u>Streets</u>	<u>11.596 ha</u>
Total Draft Plan Area	51.930 ha

Development Planning Staff have red-lined the draft plan of subdivision to address the following:

- The plan indicates that the 3m buffer block is not to be deeded to the City, but shall be conveyed to the abutting lot owners to the north in the existing Greenbrooke Drive subdivision pursuant to a private agreement between the applicant and the affected residents. As a condition of draft plan approval, Development Planning Staff will require evidence that this buffer block has been transferred appropriately to avoid the creation of a remnant land-locked parcel of land;
- that the plan include 6m wide buffer blocks for Lots 161, 178, 284 and Block 328, which are adjacent to Weston Road for landscape purposes.

Other red-lined revisions may be required as a result of the applicant satisfying the conditions of draft plan approval included in Attachment #1.

All development within the Block 40 Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition respecting this has been included in Attachment #1.

The Owner shall be required to convey Tableland Woodlot Block 541 to the City through a front ending agreement to be entered into with the City in accordance with the City's Special Area Woodlot Development Charge By-law. Specific conditions respecting the conveyance and payment of the Woodlot acquisition fee have been included in Attachment #1.

Prior to final approval, the Owner shall prepare a streetscape and open space landscape master plan in accordance with the approved Block 40 Urban Design Guidelines and OPA #600 policies. The plan shall address but not be limited to the following issues:

- Co-ordination of the urban design/streetscape elements as they relate to the approved urban design guidelines including entrance features, parkettes, trail heads, medians and fencing;
- Community edge treatments along Weston Road;
- The appropriate integration with the urban design policies outlined in the Vellore District Centre Plan;
- Valleylands edge management rehabilitation planting, trails, bridge crossings, erosion repair sites and pedestrian access points into the valley;
- The pedestrian urban connections between streets and within the neighbourhood including throughout Woodlot Block 541; and
- The appropriate pedestrian access connections to Weston Road for access to public transit.

Phase II Environmental Site Assessment

Prior to building permit issuance, the Owner shall prepare for review and approval on Park Blocks 543, 544, 545 and 546, a Phase II Environmental Site Assessment report in accordance with the Ministry of Environment's Guidelines for use at contaminated sites in Ontario (June 1996, as amended), to the satisfaction of the City. Testing may include but not be limited to surface and subsurface soil, groundwater, soil vapour, plant and aquatic species sampling and testing of building materials. The Owner shall incorporate the recommendations contained in the report and ensure adequate field inspection is provided to validate the recommendation in the Phase II E.S.A. to the satisfaction of the City.

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The Owner shall reimburse the City for the cost of the City's peer review of the Phase II E.S.A. Conditions respecting these issues have been included in Attachment #1.

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.

City Engineering Department

The Engineering Department has advised that they have received the following revised documents in support of clearing the Council approved Block Plan Conditions of April 24, 2006:

- 1) Surface Water Resources Report – June 2006
- 2) Block Sidewalk Plan – July 2006
- 3) Phasing Brief – July 2006
- 4) Municipal Servicing Report – July 2006
- 5) Cold Creek Erosion Study – August 2006

Based on a preliminary review of these documents, the Engineering Department advises that they have no objection to the issuance of draft plan approval, provided the Block Plan conditions of April 24, 2006 are incorporated into Attachment #1 of this report.

Servicing Allocation Capacity

The Engineering Department provides the following comments with respect to Servicing Allocation Capacity:

“In accordance with the City Servicing Capacity Distribution Protocol as adopted by Council on November 14, 2005, it is anticipated that an additional 5,300 City-wide residential units will be made available by the Region of York for the City to allocate by the end of 2007. This release date corresponds to one year prior to the service date for the Bathurst and Langstaff Trunk Sewers. Of this anticipated future capacity, 1,000 units have been held for future assignment to development requirements throughout the City at Council's discretion. Therefore, servicing allocation capacity for the above noted development applications may be available from this future allotment if approved by Council. Allocation of servicing capacity is not available at this time.”

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 Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Cash-in-lieu of the dedication of parkland for the 1.08 ha parcel will be a condition of the future severance through the Committee of Adjustment.

Archaeological 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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As a condition of approval of the Block Plan, the applicant shall provide confirmation that a lot has been reserved for the building located at 3930 Major Mackenzie Drive in the subject subdivision and that the details of how this building will be preserved and restored are submitted and approved by the City's Cultural Services Department.

The Region of York

The Region of York has no objection to the approval of the proposed plan subject to "water" supply and servicing capacity being identified and allocated, and the Owner satisfying the Region's conditions set out in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has issued a status update on the Block 40 South Block Plan and the Master Environmental Servicing Plan (MESP). The TRCA has issued proposed conditions of approval for the draft plan of subdivision which have been included in Attachment #1. However, it should be noted that the TRCA states that:

“In the absence of an approved and consolidated MESP, including a more comprehensive phasing plan, the TRCA requests that the City withhold the release of the Greenbrooke plan of subdivision and the processing of other draft plan of subdivisions until such time as the Block Plan and MESP are completed to the satisfaction of both the City and the TRCA. Additionally, we also request the City withhold approval of future draft plans of subdivision, including any phasing of development, until such time as the City provides servicing allocation.”

The TRCA's conditions of draft plan approval are included in Attachment #1 of this report.

York District School Boards

The proposed draft plan of subdivision proposes an Elementary School site with an area of 2.43 ha in size (Block 542). Both York District School Boards have provided conditions of approval requiring that the School Boards provide clearance prior to final approval of the plan.

Agency Comments

Canada Post and PowerStream 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 (Z.06.026) and for approval of Draft Plan of Subdivision 19T-06V04 in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 40 Plan, and the area context. The proposed draft plan of subdivision, as shown on Attachment #3, is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. Furthermore, the proposed plan is consistent with the overall pattern of development in the Block 40 Planning Area.

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The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision, subject to the conditions of approval as set out in Attachment #1.

The Development Planning Department can also support the approval of File Z.03.072 to facilitate the rezoning of a 1.08 ha parcel from A Agricultural Zone to RR Rural Residential Zone to facilitate the severance of the property into 2 lots, to complete the existing Greebrooke Drive subdivision.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-04V01
4. Proposed Rezoning For File Z.03.072
5. Block 40 South Block Plan

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

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Item 76, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**SITE DEVELOPMENT FILE DA.97.044
THE ROYALTON (2001) INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 18, 2006, be approved;**
- 2) That the written submission of Mr. Sam Marino, Marino Manufacturing Ltd., 59 Talman Court, Concord, L4K 4L5, be received; 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.97.044 (The Royalton (2001) Inc.) BE APPROVED, to permit the development of a 414.32m² addition to the existing banquet hall as shown on Attachment #2, and revised building elevations as shown on Attachments #3a and #3b, subject to the following conditions:
 - a) That prior to the execution of the site plan agreement:
 - i. the final site plan and building elevations including the provision of additional stone cladding along the base of the existing precast wall shall be approved to the satisfaction of the Development Planning Department;
 - ii. the final site grading and servicing plan and stormwater management report, shall be approved by the Engineering Department;
 - iii. all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - iv. all requirements of the Toronto and Region Conservation Authority shall be satisfied; and
 - v. the required variance for a reduction in parking spaces shall be approved by the Committee of Adjustment and such variance 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 to permit a 414.32m² addition (entry lobby areas and office space) to a 3,816.08m² existing banquet hall (La Perla) as shown on Attachment #2, and revised buildings elevations as shown on Attachments #3a and #3b. The existing building elevations are as shown on Attachment #4a and #4b.

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Background - Analysis and Options

The 1.77 ha site as shown on Attachment #1 is located on the southeast corner of Jane Street and MacIntosh Boulevard, being Block 11 on Plan 65M-2532 (8083 Jane Street), City of Vaughan. A 3,816.08m² banquet hall currently exists on the site.

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 surrounding land uses are:

- North - MacIntosh Boulevard; employment (EM1 Prestige Employment Area Zone)
- South - open space valley (OS1 Open Space Conservation Zone) and employment (EM1 Prestige Employment Area Zone)
- East - Talman Court; employment (EM2 General Employment Area Zone)
- West - Jane Street; open space valley (OS1 Open Space Conservation Zone)

Official Plan

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) which permits a wide range of industrial, office, business and civic uses with no outside storage. The proposed banquet hall expansion conforms to the Official Plan.

Zoning

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88, which permits the banquet hall use, and its proposed expansion. The Owner will be required to obtain a variance from the Committee of Adjustment for a reduction in the required number of parking spaces, as discussed in the parking section of this report and such variance shall be final and binding.

Site Design

The site plan (Attachment #2) shows the existing 3,816.08m² banquet hall and the proposed 414.34m² addition at the northwest corner of the building. The site is served by two existing access points, consisting of one on MacIntosh Boulevard and one on Talman Court. There is appropriate vehicular circulation and parking areas surround the site. There is existing landscaping abutting the streets, around the building, and throughout the parking areas. Garbage will be internal to the building. The Owner will be required to satisfy any requirements of the Region of York Transportation and Works Department, as discussed later in this report.

Parking

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

Banquet Hall: 3472.22m² (not incl. mezzanine) @ 11 spaces/100m² GFA = 382 spaces

Total Parking Required:	382 spaces
Total Parking Provided :	353 spaces

The site is deficient 29 spaces (7.6%). The Owner is required to apply to the Committee of Adjustment for a minor variance, and such variance must be final and binding, prior to the execution of the implementing site plan agreement.

The proposed addition to the existing banquet hall facility will not increase the seating capacity, nor alter the number of existing parking spaces on site.

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Services

The final site servicing and grading plan and stormwater management report must be approved to the satisfaction of the City Engineering Department, Region of York Transportation and Works Department and the Toronto and Region Conservation Authority.

Region of York

The Region of York is protecting for a 45m right-of-way along Jane Street, and will require lands for a setback of 22.5m from the centreline of construction. The Owner will need to revise their plans accordingly to meet this requirement, if necessary, upon the applicant submitting the necessary plans for confirmation by the Region of York. The Owner will need to proceed to the Committee of Adjustment, if any additional variances are required as a result.

Landscaping

The existing landscaping consists of a variety of deciduous and coniferous trees and shrubs. Landscaping was originally approved around the perimeter of the site and building and in the curbed areas of the parking lot, and no additional landscaping is being proposed though the subject application.

Building Design

The existing banquet hall with the proposed northwesterly additions and exterior renovations to each of the building facades and roof, are shown on Attachments #3a and #3b, and will be constructed to a height of 13.01m. The building material consists of the existing light grey coloured precast and the addition of stone cladding. The two main entrances on the northwest and southeast corners consist of clear vision glass double doors surrounded by a stone canopy and entry feature. Clear glass non-entry doors span the facades to maintain consistency with the look of the main entrance. A moulded horizontal band insert spans around the building at the midpoint for enhanced architectural detail. Porthole windows span across the upper portion of the building. There are 4 existing doors on the north façade and 1 existing door on the south elevation. The roof structure consists of light grey coloured metal to match the building. Metal dormers and clear windows are evenly spaced out along the roof structure. All door and window frames will be taupe in colour. There are 3 stone chimneys, and all roof-top mechanical equipment is screened from street view.

The Development Planning Department is generally satisfied with the proposed elevations, however, is requesting that the Owner continue to work with Staff and consider the addition of stone cladding along the base of the existing precast concrete panels to tie together the old material with the new material.

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 in accordance with OPA #450, By-law 1-88 and the area context, and is satisfied that the proposed expansion to the banquet hall and the upgraded elevations are appropriate for the subject lands. Accordingly, the Development Planning Department can support the approval of the Site Development Application and the required variance necessary to implement the proposal, subject to the conditions contained in this report, including that the applicant work with Development Planning Staff to provide additional stone cladding along the base of the existing precast wall.

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Attachments

1. Location Map
2. Site Plan
- 3a. Elevation Plan (North & South)
- 3b. Elevation Plan (East & West)
- 4a. Existing Building Elevations (North & East)
- 4b. Existing Building Elevations (South & West)

Report prepared by:

Andrea Seca, Planner, ext. 8215
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 77, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By receiving the written submission of Mr. David A. Baffa, Ivanhoe Cambridge, 95 Wellington Street West, Suite 300, Toronto, M5J 2R2, dated September 22, 2006.

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**MAMMONE DISPOSAL SYSTEMS LTD.
APPLICATION FOR AMENDMENT
CERTIFICATE OF APPROVAL A230624**

The Committee of the Whole recommends:

- 1) That recommendation contained in the following report of the Commissioners of Engineering and Public Works, Planning and Legal and Administrative Services, dated September 18, 2006, be approved;**
- 2) That the confidential memorandum from the Director of Legal Services, dated September 14, 2006, be received;**
- 3) That the following deputations be received:**
 - a) Ms. Catherine Dowling, Gartner Lee Limited, 300 Town Centre Boulevard, Suite 300, Markham, L3R 3Z8, on behalf of the applicant;**
 - b) Ms. Mary Flynn-Guglietti, McMillan Binch Mendelsohn, 181 Bay Street, Suite 4400, Toronto, M5J 2T3, on behalf of the applicant;**
 - c) Mr. Chris Barnett, Davis & Company LLP, 1 First Canadian Place, 100 King Street West, Suite 5600, Toronto, M5X 1K7, on behalf of Park Trail Estates Inc.;**
 - d) Mr. Thor Eklund, Eklund & Associates Ltd., 35 Wynford Heights Crescent, Suite 2504, Don Mills, M3C 1L1, representing Vaughan Mills; and**
 - e) Ms. Donna Taggart, President, Vaughan CARES; and**
- 4) That the following written submissions be received:**
 - a) Mr. Mario G. Racco, MPP, dated August 29, 2006; and**
 - b) Mr. G. Vitullo, Century Grove Homes, 30 Moyal Court, Concord, L4K 4R8, dated September 16, 2006.**

Recommendation

The Commissioners of Engineering and Public Works, Planning and Legal and Administrative Services recommend:

- 1. That the Ministry of the Environment (MOE) be advised that the City objects to the request from Mammone Disposal Systems Ltd., to allow for an increase in the amount of waste processed at their 8940 Jane Street facility from 250 tonnes per day to 500 tonnes per day;**
- 2. That the request be considered for designation under the Environmental Assessment Act and that the Ministry be requested to hold a public meeting with respect to the application, and require a hearing before the Environmental Review Tribunal;**
- 3. That in the alternative, should the application for amendment be approved, that the following conditions be imposed:**
 - a) That all waste operations on the site shall cease on December 31, 2009, and the Certificate of Approval shall no longer be in effect after that date;**

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- b) That any amendment to the Certificate of Approval not come into effect until Bass Pro Mills Drive has been constructed to Jane Street and is dedicated as Public Highway; and
 - c) That an Emergency Plan pertaining to waste transfer and processing operations be submitted to the City and annually thereafter; and
4. Copies of this report and Council's resolution be sent to: Ms. Veronica Pochmursky, Waste Evaluator at the Ministry of Environment, Environmental Assessment and Approvals Branch, Floor 12A, 2 St. Clair Ave. West, Toronto, Ontario, M4V 1L5

Purpose

The purpose of this report is to seek Council comment on the Application to amend Certificate of Approval A230624.

Economic Impact

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

Background

Mammone Disposal Systems Limited has submitted a request to the Ministry of the Environment (MOE), to allow for an increase in the amount of waste processed at their 3.36 ha. facility located at 8940 Jane St., shown on Attachment 1. The request, if granted by the MOE, would allow for:

Daily Tonnage: An increase in the maximum daily tonnage from 250 tonnes to 500 tonnes per day. The maximum amount of waste to be removed daily from the transfer station for final disposal will be 299 tonnes.

Redevelopment: The site to be redeveloped to allow for the extension of Bass Pro Mills Drive to Jane Street.

Buildings: The existing Transfer Station will be expanded and upgraded (including the construction of a new waste processing facility) to improve efficiency and to enclose all waste processing operations indoors.

The intent of the request to amend its current Certificate of Approval (C of A) is to allow for improvements to overall operations and indoor management of waste and recyclable tonnage received from non-hazardous solid domestic (Ontario) Commercial Institutional and Industrial establishments.

Mammone Disposal Systems was issued a Certificate of Approval in 1995. Since that time the site has operated as a transfer facility, including the processing and separation of recyclable materials. The site is in a highly visible location with the operations easily seen from Jane Street and Bass Pro Mills Drive. The site is generally in an untidy condition, as can be seen in Attachment 3 with piles of dirt in various locations and cars and equipment parked haphazardly.

Official Plan

The subject lands are designated "General Commercial" by OPA #512, which has been incorporated into OPA #600, and identified as part of the Vaughan Centre Secondary Plan Area. The OPA permits a range of commercial uses intended to implement a land use regime that is compatible and complementary to the surrounding land uses. OPA # 512 has a number of provisions related to developing the subject lands in conjunction with the adjacent lands (Vaughan Mills Mall), including a new east-west collector road that will traverse the subject lands and meet Locke Street.

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Zoning

The subject lands are zoned EM2 General Employment Area Zone and EM1(H) Prestige Employment Area Zone with a Holding Symbol “H” provision (east of existing building and proposed additions by By-law 1-88, subject to Exception 9(881). The recycling facility and proposed additions are located within the EM2 Zone portion of the entire property. The new zoning by-law (Attachment # 3 to the OMB Decision) would rezone a majority of the lands (lying north of Bass Pro Mills Drive) C1(H) General Commercial with the addition of the Holding Symbol “H”, which permits a range of commercial uses on the Mammone lands, consistent with the OPA #512.

On June 28th, 2004, Council approved Site Development Application DA.01.053 to permit the reconfiguration of the site operation related to the temporary waste recycling facility shown on Attachment 2. Two additions were proposed to the existing site, one being a temporary garage /office use of 549.98 sq. m on the east side of the building, and the second being a temporary 1,117.24 sq m addition to the west side of the building as an extension of the recycling building.

Minutes of Settlement

The Owner had obtained party status at the Ontario Municipal Board Hearing in 1999 with respect to the Vaughan Mills Mall and related commercial development. The Minutes of Settlement between the Owner and Vaughan dated June 7, 1999 provided that prior to the issuance of the final Board Order, the owner was to transfer land to the City that is necessary for the east-west road (Bass Pro Mills Drive), free of all encumbrances, buildings and structures, which requires the existing truck garage and greenhouses to be demolished. The north portion of the dwelling will also be required to be demolished, as it encroaches into the site triangle at the intersection with Jane Street. The Owner provided a Record of Site Condition but has not demolished the necessary structures or conveyed the land to the City.

In accordance with the Minutes of Settlement, the Owner and Vaughan must also enter into an agreement to be registered on title, requiring the cessation of all activities currently undertaken on the subject lands and the demolition of all building and structures no later than ten years from the date of the execution of the agreement. This was in recognition that the existing use was not compatible with the proposed Vaughan Mills Mall and surrounding uses. To-date the Owner has not executed an agreement, however in keeping with the intent of the Minutes of Settlement, executed in June, 1999, the use was to cease in 10 years. Accordingly, any amendment to the Certificate of Approval should include a condition that the use cease December 31, 2009, approximately 10 years after the Minutes of Settlement were executed.

Analysis

The integrated waste management site will accept solid non-hazardous waste materials from industrial, commercial and institutional sources, including cardboard, wood, paper, aluminum ferrous metals, copper, plastics and construction and demolition waste. According to their C of A application, no hazardous waste or institutional / commercial / industrial liquid waste will be accepted.

The City has identified several areas of concern with Mammone Disposal Systems Ltd.'s submission to the MOE, as it relates to the application to amend its Certificate of Approval (C of A) A230624.

Outside Storage:

The proposal is to double the amount of waste received at the site, but the proposed addition to the existing Transfer Station Building will not double the size of the building. It will increase the size of the building by approximately 70 %.

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Activities relating to the unloading/loading, processing, transfer and storage of waste materials can cause odour problems. Mammone has been storing significant amounts of waste outside. In addition, their C of A amendment identifies a maximum storage capacity of 810 tonnes, which includes both the tip floor and an outdoor storage area. It is anticipated any additional waste stored outdoors will cause a greater odour problem. It appears there is no odour remediation plan to address odour complaints.

Contingency Plan / Emergency Plan:

From a waste disposal perspective, Mammone has identified “approved Ontario and Michigan landfill sites”. In the event that unprocessed waste, processed material and residual are not able to be shipped from the facility to designated locations, the City has serious concerns that material will be stockpiled outdoors on the site. No contingency plan which describes how these materials will be stored and disposed of has been submitted.

A fire occurred in the unloading/sorting area of the recycling building in September 2005. This was a significant event requiring Vaughan Fire and Rescue Services to be on site for approximately 18 hours; and there were smoke and odour issues to the surrounding area. A building permit was issued for the repair of the building, which was completed by the end of September 2005. Given this incident, an Emergency Plan should be provided to the City, and annually thereafter.

Final Disposal Quantities:

Mammone's current C of A states that of the 250 tonnes / day it is permitted to receive, 199 tonnes/day are destined for final disposal – meaning 80% of the waste it receives is to be disposed of at approved landfills. The remainder (20%) is apparently recycled.

The proposed amendment to the C of A requests 500 tonnes / day, of which 299 tonnes are destined for final disposal. This translates into 60% of waste being disposed of in approved landfills and 40% being diverted / recycled. Mammone has not provided any documentation to support how they will go from a 20% diversion rate to a 40% diversion rate. The City has serious concerns that the 40% diversion rate will not be met and will therefore increase the quantity destined for final disposal over the 300 tonnes/day threshold.

Waste transfer stations, which handle greater than 300 tonnes per day, may be considered for designation, under the Environmental Assessment Act. This application falls under the MOE's threshold (299 tonnes per day), and as such, no environmental assessment is typically required. However, the MOE may require the company to prepare an environmental assessment if adjacent landowners and/or other stakeholders such as the City of Vaughan or the Region of York have just cause. Accordingly, the site should be considered for designation under the Environmental Assessment Act.

Truck Traffic – Bass Pro Mills Dr.:

The drawings submitted with the application show Bass Pro Mills Drive as the point of ingress and egress for waste vehicles for both Waste Material Vehicles and Emergency Vehicles. Presently, the lands for the extension of Bass Pro Mills Drive have not been conveyed to the City and Bass Pro Mills Drive is not constructed to Jane Street. The only access is from Jane Street. The submission does not speak to the anticipated increase in truck traffic as a result of the proposed changes to the C of A. Any amendment for an increase should not come into effect until Bass Pro Mills Drive is constructed to Jane Street and dedicated.

Incompatibility with surrounding land uses:

The current planning regime for the subject lands envisages a commercial development on the majority of the subject lands and forming part of Vaughan Centre Secondary Plan Area. Provisions in the Official Plan and Zoning By-law require that the existing waste recycling facility cease its operation. This intention was further established in the Minutes of Settlement discussed

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above. The continued expansion and operation of the waste recycling facility would represent a significant investment in a temporary operation, which is intended to cease in 3 years. The long term operation of a waste recycling facility on the subject lands is inconsistent with the approved planning policies and standards for the subject lands and is considered incompatible with the existing and planned surrounding land uses, particularly those located on the west side of Jane Street.

It should be noted there has been significant public and private investment in the surrounding area. The abutting lands are a potential convention/conference centre and residential site. Given the extensive new commercial development and proposed development, the Mammone lands represent the last vestige of an industrial waste site which is completely inappropriate at its existing location.

Staff are presently aware of two letters sent to MOE advising of objections to any expansion sent to the Environmental Approvals and Assessment Branch, one from Ivanhoe Cambridge, the owners of Vaughan Mills Shopping Centre, and one from History Hill Corporation, owner of property directly to the north of the subject site. Given the significant interest of surrounding owners the Ministry should be requested to hold a public meeting and require a hearing before the Environmental Review Tribunal.

Conclusion

Staff have identified serious issues of concern regarding the application to amend Certificate of Approval A230624, and recommend that Council advise MOE that the City objects to the request for amendment.

Attachments

1. Location Map
2. Site Plan
3. Site Photos

Report prepared by:

Heather A. Wilson, Director of Legal Services
Brian Anthony, Director of Public Works
Marco Ramunno, Director of Development Planning

(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.)

Councillor Meffe declared an interest with respect to the foregoing matter as he is part-owner of a property in the vicinity, and did not take part in the discussion or vote on this matter.

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78

**UPLANDS CHAIRLIFT – SERVICE BRAKE REPLACEMENT
ADDITIONAL FUNDING REQUEST**

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

Recommendation

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

1. That the approved capital budget for Project #8077-0-05, Uplands Chairlift, be increased in the amount of \$60,000.00, and funded from the Uplands Revenue Reserve;
2. That notwithstanding Council's policies that no service category in a pre-financing position (deficit) be increased and that no commitment be more than 50% of anticipated revenues for any service category that is already in a pre-financed position, Council approve the request for additional funds in the amount of \$60,000 funded from the Uplands Revenue Reserve; and
3. That the inclusion of this matter on a public Committee or Council agenda with respect to increasing the capital budget identified as Uplands Chairlift – Service Brake Replacement Additional Funding Request is deemed sufficient notice pursuant to Section 2(1)(c) of by-law 394-2002.

Economic Impact

That Project #8077-0-05, Uplands Chairlift be increased by \$60,000.00 and funded from the Uplands Revenue Reserve.

Purpose

The purpose of this report is to obtain Council approval to increase the budget for Project #8077-0-05, Uplands Chairlift to facilitate replacement of the service brake on the double chair lift at Uplands Golf and Ski Club.

Background - Analysis and Options

Requirements of the T.S.S.A. under CSA Z98 necessitate the replacement of the service brake on the double chair lift (BM chairlift Inst. #70593) at Uplands Golf and Ski Centre. Remedial works were completed on the chairlift late 2005. In the spring of 2006, TSSA inspected the chairlift and gave the City of Vaughan one (1) year to comply with new requirement regarding the brake system. Teora Engineering and Services was retained to ensure compliance with the new Technical Standards and Safety Authority (T.S.S.A.) requirements, and strongly recommends that "the service brake be replaced prior to the 2006-2007 ski season".

It is important that repair works be completed prior to the 2006 – 2007 ski season so that the Uplands Ski Club may open and operate. Should funding not be approved, and the work not completed, the lift will likely not pass T.S.S.A. inspection and, the Uplands Ski Centre would be closed for the 2006 – 2007 ski season or until the remedial works are completed. Closure of this facility for the season may result in lost revenue (estimated to be \$50,000.00 based on 2005 – 2006 revenues) to the City of Vaughan and eliminate a winter recreational opportunity for the

.../2

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residents of Vaughan and surrounding communities. According to Uplands Management, last season, 4,000 lift passes (including school field trips) were purchased and 9,000 students/residents were enrolled for ski lessons.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 as it serves to promote community safety, health and wellness (A-2). The necessary funds have not been allocated and approved.

Conclusion

Replacement of the service brake on the double chair lift at Uplands Golf and Ski Centre is required to ensure compliance with T.S.S.A. requirements.

The appropriate funding source for this project is \$60,000 from the Uplands Revenue Reserve. The current balance of the Uplands Revenue Reserve is a pre-financing position as of June 30th, 2006 of (\$34,345). Council policy is that no service category in a pre-financing position be increased and that no commitment be more than 50% of the anticipated revenues for any service category that is already in a pre-financed position.

Should Council concur with the additional funding request 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 project has been subject to a public meeting during the adoption of the approved capital budget and where additional funding is required to complete the approved works, inclusion of the matter in a staff report requesting additional funding on a public Committee or Council agenda is deemed to be sufficient notice pursuant to Section 2(1) (c) of Bylaw 394-2002.

Attachments

None

Report prepared by:

Paul Gardner, Director of Parks Development, Ext. 3209
Angelo Cioffi, Manager of Buildings, Ext. 6166

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79

ENVIRO-FENCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff research in detail the cost-effectiveness and benefit analysis of having Envirofence Acoustic Panel Fencing Systems used in future City of Vaughan subdivisions; and
2. That staff report to a future Committee of the Whole meeting in December 2006 with their findings.

Economic Impact

N/A

Purpose

To investigate the possibility of using paneled acoustic fencing that is environmentally friendly, cost-effective and durable in future subdivision projects.

Background - Analysis and Options

Over the years, the City of Vaughan has experienced a number of problems with acoustic fencing placed in residential subdivisions. Most notably, however, it has been found that the standard acoustic fencing that has been used in the past is not durable and crumbles and falls apart after a number of years. Often, residents approach the City of Vaughan regarding repairs to these acoustic fences.

Recently, I was approached by a local company in the City of Vaughan that installs Envirofence Acoustic Panel Fencing Systems, which is a technologically advanced, panel fencing system made from 99% recycled cedar, but still constructed on the same structural platform as most wood acoustic fencing. Envirofence is supposed to be durable and more cost-effective than traditional cedar acoustic fencing, and it can be used in a variety of applications.

Relationship to Vaughan Vision 2007

A-3 – Safeguard our Environment

D-1 – Enhance Productivity & Cost Effectiveness

D-2 – Develop Internal/External Collaborative Solutions

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

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Conclusion

Given the City of Vaughan's commitment to being environmentally friendly, and given that a new Envirofence acoustic fencing system now exists that is not only environmentally friendly, but is also supposed to be durable and cost-effective, it is recommended that staff investigate in detail the possible use of such fencing for future subdivisions.

Attachments

1. Letter from Envirofence Inc.

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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

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80

HIGHWAY #7 – LEFT TURN SIGNAL ONTO KEELE STREET

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That Engineering staff work in consultation with Region of York Transportation staff to have the left turn signal from Highway #7 turning southbound onto Keele Street lengthened to an appropriate time as per the traffic pattern at the intersection;
2. That Engineering staff work with Region of York Transportation staff to find other alternatives for easing traffic congestion at the intersection of Highway #7 and Keele Street, especially addressing the westbound traffic turning southbound onto Keele Street; and
3. That staff inform Mayor and Members of Council what changes are to be made to the above-noted traffic intersection.

Economic Impact

N/A.

Purpose

To control traffic congestions at the intersection of Keele Street and Highway #7, especially during peak traffic times.

Background - Analysis and Options

Residents in the Concord West area have brought numerous traffic concerns, especially regarding the general traffic congestion of the intersection at Highway #7 and Keele Street, to the attention of Council over the past year. Most recently, residents have expressed frustration over the volume of traffic traveling westbound and making southbound turns and the delay in making the southbound turn onto Highway #7.

Residents find that the traffic signal to turn left from Highway #7, southbound onto Keele Street to be too short to accommodate the number of vehicles waiting to turn, especially during peak traffic times. Due to the high volume of transport trucks traveling along Highway #7, residents find it impossible to turn southbound onto Keele Street in a timely fashion, as only 1 or 2 transport trucks can make the turn in the allotted time.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

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

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Conclusion

In response to concerns outlined by area residents, and in order help ease traffic flow, it is recommended that above-noted traffic signal at Keele Street and Highway #7 be lengthened accordingly, or that an alternate solution be found.

Attachments

None

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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Item 81, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

81 ENDORSEMENT OF BILL 124, FAIR ACCESS TO REGULATED PROFESSIONS ACT

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella and Regional Councillor Ferri, dated September 18, 2006:

Recommendation

Councillor Tony Carella and Regional Councillor Mario Ferri recommend that Council endorse Bill 124, the *Fair Access to Regulated Professions Act*, to permit internationally trained Ontario residents to practice their respective professions in a timely fashion.

Economic Impact

Nil

Purpose

To express support for those residents of the City of Vaughan who are currently unable to practice those professions for which they were trained outside Canada, and whose situation will be rectified through the passage of the *Fair Access to Regulated Professions Act*.

Background - Analysis and Options

The inability of foreign trained professionals to practice in Ontario has been called one of the last vestiges of anti-immigrant prejudice left in the province, disguised as concern over a supposed "fall in standards" if such professionals are allowed to practice in Ontario. The fact is that professional standards are as high in foreign jurisdictions as they are in Ontario, language barriers can be surmounted through profession-specialized English as a Second Language courses, and Canadian experience equivalency programs. Bill 124 provides for a variety of means of facilitating the transition of immigrant professionals into Ontario's professions, and is long-overdue. As one of the GTA municipalities with a growing number of immigrant professionals who will be helped by this legislation, it is appropriate that Council express its support to the Government of Ontario for this measure.

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

Bill 124 is a long-overdue attempt to facilitate entrance into Ontario professions by the foreign trained, many of whom live in the City of Vaughan, and otherwise will be delayed in contributing their professional expertise for the benefit of other Canadians.

Attachments

Breaking Down Barriers for Skilled Newcomers: What You Need to Know About Bill 124, the Proposed Fair Access to Regulated Professions Act, 2006

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Report prepared by:

Councillor Tony Carella and Regional Councillor Mario Ferri

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

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Item 82, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

82

**AUTHORIZATION TO RETAIN PROFESSIONAL SERVICES
THE PRESERVATION OF THE BERTON ARTIFACTS AND MEMORABILIA
STEERING COMMITTEE**

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

Recommendation

The Commissioner of Community Services, in consultation with the Preservation of the Berton Artifacts and Memorabilia Steering Committee recommends:

1. That the Ventin Group Architects BE RETAINED to assist the Preservation of the Berton Artifacts and Memorabilia Steering Committee in the development of a master plan including options for layout and design and a phasing schedule for the Pierre Berton Museum and any associated facilities;
2. That prior to the City entering into the professional services agreement with the Ventin Group, the Preservation of the Berton Artifacts and Memorabilia Steering Committee shall have approved a scope of work and work plan for the project; and
3. That the Ventin Group Architects be retained on a single source basis, in accordance with the City's purchasing policies, to undertake the master planning study, in an amount of \$35,000.

Economic Impact

Adoption of this report will result in a financial commitment of \$35,000.

Purpose

To obtain Council direction to retain the Ventin Group Architects to assist the Preservation of the Berton Artifacts and Memorabilia Steering Committee by preparing a feasibility study to develop a master plan including options for layout and design and a phasing schedule for the Pierre Berton Museum and any associated facilities.

Background – Analysis and Options

On January 23, 2006 Council directed that a Committee be appointed to examine the opportunities for preserving artifacts from the life of Mr. Pierre Berton at a location in the Kleinburg Community. The Committee would be composed of Mayor Michael Di Biase and Councillor Peter Meffe, representatives from the Berton family and three representatives from the Kleinburg community.

On February 13, 2006 Council appointed the remaining members of the Preservation of the Berton Artifacts and Memorabilia Steering Committee. The Berton family is represented by: Mrs. Janet Berton, Ms. Patsy Berton, Mr. Peter Berton and Mr. Berton Woodward. The Kleinburg community is represented by Mr. John Kean, Mr. Bob Klein and Mr. David Watson.

One of the structuring objectives of the Committee is, "To create a place to house some of the artifacts (awards, honorary degrees, desk, books, photos and other memorabilia) collected by Mr. Berton during his 55 years of residence in Kleinburg".

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The Committee has met on a regular basis since April of 2006. At its meeting on September 13, 2006, it recommended that a Planning Sub-Committee be formed to develop potential design solutions. The Planning Sub-Committee will be composed of two members of the Berton family; two members of Council; three members of the McMichael Canadian Art Collection Board of Trustees; one School Board representative; two members of the community and one member from the Vaughan Public Library Board.

In order to assist in the design work the Committee also recommended that the Ventin Group Architects be retained to perform a feasibility study to develop a master plan including options for layout and design and a phasing schedule for the project. Mr. Peter Berton is a partner in the Ventin Group Architects.

The Ventin Group was recommended by the Committee because of Mr. Berton's deep and extensive knowledge of the Kleinburg community, and the firm's expertise with public sector projects, particularly in the area of site and building design for institutions like museums, schools, libraries and theatres. In addition, the Ventin Group also specializes in heritage restoration. It frequently works in older downtown areas, similar to the Kleinburg core, which have special needs in terms of urban design and architectural treatment.

Because potential solutions may involve co-development or cooperation with the McMichael Canadian Collection Gallery, the Kleinburg Library and Kleinburg Public School, it will be important to have a consultant that has expertise with these types of institutions.

Due to the desire to move forward in a timely manner and the specific nature of the expertise required by the project, it is recommended that the Ventin Group Architects be retained on a single source basis in accordance with the City's purchasing policies, in an amount of \$35,000.

Relationship to Vaughan Vision 2007

This report is consistent with Section 2.4.2, "Identify and implement innovative new partnerships." Approval of this report would allocate funding that would initiate the master planning process.

Conclusion

The Preservation of the Pierre Berton Artifacts and Memorabilia Steering Committee is now in a position to move ahead with the planning for a facility to house Mr. Berton's artifacts and memorabilia. Direction is being sought to proceed with the retention of the Ventin Group Architects, on a single source basis in accordance with the City's purchasing policies, to prepare master and phasing plans for the project. The funding for the study shall be in an amount of \$35,000.

Attachments

N/A

Report prepared by:

Roy McQuillin, Manager of Corporate Policy

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Item 83, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

83

**OFFICIAL PLAN AMENDMENT FILE OP.05.019
ZONING BY-LAW AMENDMENT FILE Z.05.040
TONY GUGLIETTI AND GERMANA GUGLIETTI
REPORT #P.2006.8**

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

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.019 (Tony Guglietti and Germana Guglietti) BE APPROVED, to redesignate the subject tablelands shown on Attachment #4, from "Medium Density Residential/Commercial Area" to "High Density Residential/Commercial Area" to permit a maximum residential density of 150 units/ha with a maximum building height of 10 storeys and ancillary commercial uses.
2. THAT Zoning By-law Amendment File Z.05.040 (Tony Guglietti and Germana Guglietti) BE APPROVED, to rezone the subject lands shown on Attachment #4, from A Agricultural Zone, RR Rural Residential Zone and OS5 Open Space Environmental Protection Zone subject to site-specific Exception 9(779) to RA2(H) Apartment Residential Zone with the addition of an "H" Holding Provision on the tableland portion of the property, and OS5 Open Space Environmental Protection Zone for the valleylands and 10m buffer area.
3. THAT prior to the enactment of the implementing zoning by-law, Council shall have approved a site development application for the subject lands.

Economic Impact

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

Purpose

The Owner has submitted applications on the subject lands shown on Attachment #1 to:

1. Amend the Official Plan, specifically OPA #600, to redesignate the tableland portion of the subject lands as shown on Attachment #2 from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" to permit a maximum residential density of 150 units/ha with ancillary commercial uses. The increase in density would facilitate the future development of 2 apartment buildings having a maximum of 9 and 10 storeys.
2. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #2, from A Agricultural Zone, RR Rural Residential Zone and OS5 Open Space Environmental Protection Zone subject to site-specific Exception 9(779) to RA2(H) Apartment Residential Zone with the addition the Holding Symbol "H" (tableland) and OS5 Open Space Environmental Protection Zone (valleylands plus 10m buffer area), and to permit the following commercial uses within the RA2(H) Zone:

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- club or health centre
- eating establishment
- personal service shop
- retail store
- convenience retail store
- day nursery
- bakery/coffee shop

Background - Analysis and Options

The subject lands as shown on Attachment #1 are located on the south side of Major Mackenzie Drive between Dufferin Street and Bathurst Street, in Part of Lot 20, Concession 2, within Planning Block 11 – Carrville Urban Village 2, City of Vaughan. The properties are known municipally as 1331 and 1381 Major Mackenzie Drive.

The irregular-shaped site is comprised of two lots, having a combined area of 3.14 ha, 200.06m frontage along Major Mackenzie Drive, and a maximum depth of 192.71m.). The lands subject to these applications are presently developed with residential dwellings. The southerly edge of both properties are wooded areas located within the valley.

The subject lands are designated “Medium Density Residential/Commercial Area” and “Valley Lands” by OPA No. 600 and zoned A Agricultural Zone, RR Rural Residential Zone and OS5 Open Space Environmental Protection Zone by By-law 1-88, subject to site-specific Exception 9(779). The surrounding land uses are as follows:

- North - Major Mackenzie Drive; Block 12-vacant/future commercial and stormwater management pond (C4 Neighbourhood Commercial Zone and OS1 Open Space Conservation Zone)
- South - valley lands (OS5 Open Space Environmental Protection Zone)
- East - residential dwelling/proposed high density residential application for Alice Smith (Files OP.06.010 and Z.06.024) (A Agricultural Zone and OS5 Zone)
- West - valley lands (OS5 Open Space Environmental Protection Zone); approved high density residential application (1275621 Ontario Inc. – File OP.05.009).

On January 27, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. To date, written comments have been received from the public requiring that development not occur until sufficient servicing capacity is provided for all developments in Blocks 11 and 12.

The recommendation of the Committee of the Whole on February 20, 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 February 27, 2006.

Land Use Status

Official Plan

The subject lands are designated “Medium Density Residential/Commercial Area” and “Valley Lands” by OPA No. 600, as shown on Attachment #2.

The “Medium Density Residential/Commercial” designation is generally located along major arterial roads and certain primary roads. The average net density for the “Medium Density Residential/Commercial” designation taken across the block plan is in the range of 25 to 35 units per hectare. A variety of residential building types are permitted and encouraged within this designation as well as commercial uses.

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The Valley Corridors may or may not have a defined watercourse channel. The precise limits of the "Valley Land" designation will be established to the satisfaction of the City and the Toronto and Region Conservation Authority (TRCA) through the site plan.

An Official Plan Amendment is required to redesignate the tablelands to "High Density Residential/Commercial Area" to permit the proposed high density residential uses at a maximum net density of 150 units/ha, together with ancillary commercial uses, and to establish the accurate boundary of the valley lands at the southerly portion of the subject lands.

Zoning

The subject lands are presently zoned A Agricultural Zone, RR Rural Residential Zone and OS5 Open Space Environmental Protection Zone, all subject to site-specific Exception 9(779). The proposed rezoning to RA2(H) Apartment Residential Zone would permit high-rise apartments on the tableland portion of the site. The proposed southerly portion of the subject lands including 10m buffer will be rezoned OS5 Open Space Environmental Protection Zone and conveyed to either the City or the Toronto and Region Conservation Authority.

The following zoning exceptions to the RA2 Apartment Residential Zone will be required to implement the future site plan:

- a rear yard setback of a minimum of 2.0m to Building "B" from the OS5 Open Space environmental Protection Zone;
- a minimum of 66m² of lot area per unit (rather than the 80m²/unit);
- a maximum building height of 10 storeys for Building "A" and 9-storeys for Building "B";
- a reduced the parking standard of 1.1 parking spaces per unit, plus 0.20 visitor parking spaces per unit (rather than 1.25 parking spaces per unit, plus 0.25 visitor parking spaces per unit);
- a minimum parking standard of 4.25 spaces per 100m² of GFA for commercial development (rather than 6 spaces per 100m² of GFA); and,
- the following commercial uses as discussed in this report in the RA2 Apartment Residential Zone:
 - club or health centre
 - eating establishment
 - personal service shop
 - convenience retail store
 - day nursery
 - bakery/coffee shop

The proposed ancillary commercial uses are considered to be suitable for this development and location. The Development Planning Department is satisfied that the proposed commercial uses will serve the residents living in the future development and that the above-noted exceptions are appropriate to facilitate this development.

The "H" Holding Symbol would only be lifted upon confirmation that water and sanitary servicing capacity has been allocated to this development by the City.

Prior to the enactment of the implementing zoning by-law, Council shall have approved a site development application for the subject lands.

Block 11

The Block 11 Plan as shown on Attachment #3 was approved by Council on August 25, 2003. The approved plan identifies 2.03 ha of the overall subject lands as "Medium Density Residential/Commercial", and the remaining 1.11 ha as "Valley Lands".

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OPA #600 set a target of 600 high density residential units, which represents 13% of all units in the block. The approved block plan provided for 184 high density units, representing only 5% of the total residential units. Moreover, the 58 ha Macmillan lands within Block 11 (see Attachment #3), which were originally intended for development as residential uses, have subsequently been preserved as a nature reserve. The significance of the substantial areas of land that are not developing is that the overall total proposed population for Block 11 is approximately 11,000 people, falling short of the target 14,700 people as originally set forth in OPA #600. The addition of high density residential development into the Block at the proposed location will assist in meeting the population targets as originally determined for the area.

The southwest corner of Block 11 is one of the four quadrants comprising the Carrville District Centre (Attachment #3). It is within this area that most of the high density residential development is anticipated to locate. Official Plan Amendment #651 (Carrville District Centre Plan) estimates approximately 5,400 housing units could potentially be accommodated within the entire District Centre at maturity. The proposed designation of high density residential land uses for the subject lands will assist in ensuring that the overall proposed population targets, densities, and housing forms will be achieved.

Preliminary Development Concept

While a formal site plan application was not submitted with the request for an amendment to the Official Plan and Zoning By-law, a conceptual plan as shown on Attachment #4 has been provided. The conceptual plan takes into consideration matters such as access, building location, number of storeys and massing, assuming a density of up to 150 units/ha is approved. It should be noted that the plan is conceptual only and is not representative of the actual development. The conceptual plan as shown on Attachment #4 depicts the site being developed with 2 high-rise residential buildings where the commercial uses are more than likely located on the ground floor.

The building heights differ slightly with Building "A" located on the western side of the property proposing a maximum of 10 storeys and Building "B" located on the eastern side of the property proposing a maximum of 9 storeys. (see Attachment #4) The buildings have been situated to create a V-shape in an attempt to utilize the views and vistas while creating the opportunity for a continuous driveway, potentially linking the proposed high-rise residential building to be located on the neighbouring lands to the east (ie. Alice Smith). The shared driveway on the subject lands will lead to the signalized access to be constructed at this location on Major Mackenzie Drive, creating less of an impact on the traffic flow along Major Mackenzie Drive than would result from each development providing individual driveways to and from the respective properties along this stretch of the arterial road system.

Due to the drop in elevation on the subject lands, setting the buildings back from the property line along Major Mackenzie Drive minimizes the visibility of the buildings. The actual height of the buildings will appear to be less than the proposed 9 and 10 storeys.

It is anticipated that a significant number of the required parking for the residential component of the development will be located for the most part underground.

Although the conceptual plan shows the buildings set back from the front lot line, the plan also identifies a 10 m buffer from the top-of-bank, in accordance with Council's resolution of February 13, 2006, which states "That all future official plan amendments, require that a minimum 10m ecological buffer shall be provided, outside of the development lot or block adjoining a valley and stream corridor be provided as a part of the public open space system". The 10m buffer will be included in the "ValleyLands" designation in the implementing Official Plan Amendment, and will be rezoned from A Agricultural Zone to OS5 Open Space Environmental Protection Zone in the implementing zoning by-law.

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Preliminary statistics prepared for the conceptual plan indicate that a Floor Space Index (FSI) of 1.5 will be achieved with the proposed 150 units/ha for the development depicted in the conceptual plan. Moreover, the maximum lot coverage would be in the range of 15% leaving approximately 85% of the site for open space comprised of amenity areas, landscaping and on-grade parking.

Current Policy Framework

Provincial Policy Statement (PPS) 2005

The Provincial Policy Statement (PPS) provides 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. These land use patterns promote a mix of housing, employment, parks and open space, as well as, transportation choices that facilitate pedestrian mobility and other modes of travel.

The "Building Strong Communities" policies of the PPS state that sufficient land shall be made available through intensification and redevelopment, and if necessary, designated in growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet project needs for a time frame of 20 years.

In particular, the policies related to "Managing and Directing Land Use", state that healthy, livable and safe communities are sustained by:

- i. Accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs; and
- ii. Promoting cost-effective development standards to minimize land consumption and servicing costs.

The proposed amendment to OPA #600 would facilitate a change which is consistent with the policies set forth in the PPS. Redesignating the subject lands to "High Density Residential/Commercial Area" will broaden the mix of residential uses in the area. Prior to the approval of File OP.05.009 (1275621 Ontario Inc.) by Council on March 6, 2006 for the lands at the southeast corner of Dufferin Street and Major Mackenzie Drive as shown on Attachment #1, to redesignate to "High Density Residential/Commercial Area" in order to permit a 200 unit/ha net density, the area surrounding the subject lands was predominately low density residential. Furthermore, redesignating the lands to a high density designation would permit development which minimizes land consumption and servicing costs by increasing the number of potential residents in Block 11, being an area planned through the Block Plan process for urban growth.

The policies relating to "Settlement Areas" state that these areas shall be the focus of growth and that Planning authorities shall identify and promote opportunities for intensification and land use patterns within settlement areas, which shall be based on, in part, on densities and a mix of land uses which:

- i) efficiently use land and resources; and
- ii) are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

The proposed "High Density Residential/Commercial Area" is located in the settlement area as defined by the PPS. The mix of densities in the area will be increased by redesignation of the subject lands to "High Density Residential/Commercial Area", resulting in an efficient use of the land, by increasing density on the tableland and respecting the existing natural features.

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The proposed redesignation will also facilitate the efficient use of infrastructure by improving the viability of public transit, using existing roads, and tying into the already planned servicing scheme for the area.

The settlement area policies also require that “new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.” The subject lands are located within Block 11, being an Urban Village established in Official Plan Amendment #600 to have development occur throughout the block. The lands are also adjacent to draft plans of subdivision previously approved for development, both to the west in Block 11 and to the north in Block 12.

The PPS also includes housing policies requiring an appropriate range of housing types and densities to be provided to meet projected requirements of future and current residential needs for the Region. This is accomplished by “directing new development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.” This policy can be achieved by “promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use alternative transportation modes and public transit in areas where it exists or is to be developed”.

The high density designation will encourage additional housing types and an increase in density in the area. Infrastructure and public service facilities for any future development will be provided as part of the larger development that is occurring within Planning Block 11. The increase in the number of future residents resulting from this amendment to the Official Plan will also assist in supporting public transit with increased ridership.

The PPS transportation policies also promote a land use pattern, density and mix of uses that reduce the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus. The redesignation will assist the municipality in achieving this goal. The location of the subject lands along an arterial road will allow easy access for future residents in an east-west direction, with connections to the north-south transit services, resulting in an alternative mode of transportation to vehicular use. The site is also located in close proximity to both the Maple and the Rutherford GO Transit Rail stations. Additionally, the site being located near Dufferin Street is also north of the TTC's Downsview Subway Station. With an extension of the existing Dufferin Street bus route north to Major Mackenzie Drive will provide the subject lands with access to the subway. These transit stations will provide future residents with the choice to use other modes of transportation.

In consideration of the above, the applications to amend the Official Plan and Zoning By-law to permit the redesignation and rezoning of the subject lands to “High Density Residential/Commercial Area” at a net density of 150 units/ha is consistent with the policies outlined in the PPS. The redesignation will diversify the mix of residential uses and housing types in the area and has the potential to promote and increase transit ridership. It will also result in the reduction of land consumption and servicing costs, as well as, provide a more efficient use of infrastructure and resources.

Places to Grow

On June 16, 2006, the Province of Ontario approved the Places to Grow Plan, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. The Plan discusses increasing intensification of the existing built-up area, with a focus on urban growth centres, intensification of corridors, and major transit stations. Concentrating intensification in these areas provides for a focus for transit and

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infrastructure investment to support growth, and for building compact, transit-supportive communities in greenfields. The plan requires that by 2015, a minimum of 40% of all residential development is to occur within the defined built-up area.

The proposed redesignation and rezoning to permit an increased density addresses these principles and policies through its location, compact form of development and by supporting a viable transit network.

The growth plan also states that “strong, healthy, inclusive communities have a broad mix of housing types, tenure opportunities and price ranges available to meet the needs of all residents.” Creation of a mix of housing types through intensification or through “more compact land-use patterns in greenfield developments” can result in more attractive and livable communities.

The redesignation is a form of intensification, as it proposes to increase the permitted net density to 150 units/ha. The location of the site is ideal for intensification because of its access to arterial roads, public transit, and by providing zoning exceptions to include commercial on the site will also have access to commercial uses while maintaining natural areas. It will also add to the mix of housing types and represent a more compact form of development by permitting a high-rise residential housing form when compared to the approved development in the area which for the most part is comprised of single, semi-detached and townhouse dwelling types. The nature of the proposed density provides opportunity for alternative housing types, tenure and price ranges within the development block itself. The proposal is in accordance with the goals of intensification established in the Growth Plan.

The Growth Plan identifies intensification corridors as locations presenting an opportunity to accommodate growth. Intensification corridors are defined as “Lands along major roads, arterials or higher order transit corridors within the built boundary that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels”.

The subject lands are located along Major Mackenzie Drive being an arterial road (see Attachment #1), and are therefore within an intensification corridor. The proposed location meets the criteria set forth in the growth plan for intensification corridors and will add to the mix of land uses along Major Mackenzie Drive. Furthermore, the subject lands are located within a developing area with planned infrastructure available to support the increased number of future residents as a result of the higher density.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses on the subject lands is consistent with the Province's Places to Grow policy, by directing growth to built-up areas where capacity exists to best accommodate the expected population, household and employment growth and promoting transit-friendly densities and a healthy mix of residential and employment land uses.

Region of York Official Plan (ROP)

The Region of York's Official Plan document is a broad based plan that establishes a set of policies intended to guide economic, environmental and community building decisions affecting the use of land, and to assist with the coordination of more detailed planning by the area municipalities.

One of the objectives of the Regional Official Plan with respect to housing is to “promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, and housing forms, types and tenures that will satisfy the needs of the Region's residents and workers”.

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The Regional Official Plan designates the subject lands as “Urban Area” and also identifies Major Mackenzie Drive as an “Urban Corridor”. The Plan encourages opportunities for higher densities, recognizing the functions of the corridors in linking centres and providing transit routes. According to the ROP, corridors should provide for a range of housing types, employment and services in a mixed use form that is transit supportive.

The proposed Official Plan Amendment to redesignate the subject lands assists in achieving all of these goals. The proposed high density residential development in conjunction with the ancillary commercial uses will provide residential and commercial uses in a mixed use form and introduce much needed densities and new housing forms to the block. The proposed Official Plan Amendment will facilitate a transit supportive development. The higher density makes more efficient use of services, infrastructure as well as transit. Redesignating the subject lands encourages development resulting in a compact and efficient form of development, through its location, form and proposed uses.

In consideration of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential and ancillary commercial uses is consistent with the objectives of the Regional Official Plan. The applications propose residential intensification in a mixed use form along Major Mackenzie Drive, being a designated corridor. Furthermore, the amendment makes efficient use of land and existing services and provides for compact development that promotes transit supportive densities.

City of Vaughan Official Plan

OPA #600 is based on two major themes: Environmental Protection and Compact and Efficient Urban Form. Key elements in the policies outlined in OPA #600 supporting these themes include:

- i. Encouraging an urban structure reflecting compact urban form.
- ii. Achieving a significant increase in public transit.
- iii. Encouraging transit friendly land uses and higher density development along major transportation corridors.
- iv. Encouraging the provision of an adequate supply of housing with a mix of densities, unit types, costs and tenures.

The proposed high density development is in keeping with the 2 major themes of OPA #600, being environmental protection and compact and efficient urban form. The existing environmental features will be protected by rezoning the southern portion of the subject lands to OS5 Open Space Environmental Protection Zone, including the 10m ecological buffer as required (see Attachment #4). The proposed increased density would result in the promotion of transit ridership in turn assisting in the sustainability of the public transit system.

With respect to housing, the amendments would promote the viability of urban areas through residential intensification addressing another fundamental objective established in OPA #600. The proposed development concept takes into account the previously approved low and medium density surrounding the subject lands by locating the buildings being setback from Major Mackenzie Drive where the change in grade will give the appearance of a reduced building height.

OPA #600 deals with transportation matters as well. The proposed development is anticipated to have its only access on Major Mackenzie Drive, being an existing transit route. Public transportation that will service the communities of Block 11 and Block 12 to the north, will include transit bus service opportunities on all arterial, collector and primary roads. Regional commuter bus and rail service is also to be provided. The proposed high density development will contribute to the viability of the local transit system, and will be served by the nearby regional rail services (GO train).

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Oak Ridges Moraine

The subject lands are located within the “Settlement Area” designation of the Oak Ridges Moraine, and as a result of the submission of the Official Plan Amendment Application after November 16, 2001, the applications are required to conform with the Settlement Area provisions of the Oak Ridges Moraine Conservation Plan (ORMCP). In response to this requirement, two supporting pieces of documentation were submitted: one being a letter prepared by The Municipal Infrastructure Group dated February 13, 2006, and the second being a Natural Heritage Evaluation Proposed Redesignation prepared by Ages Consulting and dated February 2006. The Development Planning Department was satisfied that the reports addressed the Oak Ridges Moraine conformity requirements, however, Staff did take issue with the treatment of the 10m ecological buffer. The proposal was to include only half the width of the buffer, ie. 5m within the open space lands, with the remaining 5m to be left as landscaped area within the high density area. Staff required that the entire 10m width of the buffer be treated as open space and dedicated either to the TRCA or the City, in accordance with Council's direction on February 13, 2006, which states “That all future official plan amendments require that a minimum 10m ecological buffer outside of the development lot or block, adjoining a valley and stream corridor, be provided as a part of the public open space system”. The lands located within the 10m ecological buffer can however be used to calculate the density for the subject lands.

Planning Considerations

Location, as well as, compatibility of surrounding land use considerations suggest that the proposed redesignation and rezoning to high density residential with ancillary commercial are complementary and appropriate amendments for the subject lands. Review of existing provincial, regional and local policy context indicates that high density uses are appropriate in terms of location and built form and responds to matters such as providing for a range of residential uses and promoting transit supportive uses.

The York Region Official Plan includes goals and policies that promote a mix of housing types, supports compact communities and established corridors to link urban centres. The proposed high density development will add to the mix of housing and assist to establish a compact and efficient community.

The Provincial Policy Statement has policies that are similar in nature to the Region's and City's respective Official Plans. The PPS includes policies requiring a mix of residential uses that promote cost-effective development standards to minimize land consumption. The development is to be directed to settlement areas and land use patterns and densities that support public transit are promoted. The proposed development satisfies these policies.

The Growth Plan for the Greater Golden Horseshoe further establishes the principles of compact communities that provide a choice in housing and transportation. The density and location of the proposed development meets these principles.

The introduction of a higher density residential land use for the subject lands achieves the objectives of the provincial, regional and city policies by creating more compact and concentrated development patterns that make efficient use of land, infrastructure and supports public transit.

Given the sites location along Major Mackenzie Drive, the minimal impact on soft and hard services and the positive transportation impact the high density residential land use will have considered to be appropriate and represents good planning for the site.

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Department/ Agency Comments

Region of York Planning Department

The Region of York Planning Department has advised it has no objections to the proposed land use provided that the proposed amendment is in keeping with the planned vision of the Carrville Urban Village.

Toronto Region Conservation Authority (TRCA)

The TRCA has advised that they have no objections with the subject application provided the 10m wide ecological buffer is rezoned to OS5 Open Space Environmental Protection Zone and conveyed to the Authority or the City.

City Engineering Department

The City Engineering Department has no comments respecting the Official Plan Amendment or Zoning By-law, and will reserve all comments for the Site Plan Application stage when a detailed review of the site with respect to site circulation, grading and servicing can be undertaken.

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 and can support the approval of the Official Plan and Zoning By-law Amendment, to redesignate the lands from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" to permit a maximum net density of 150 units/ha, and to rezone the subject lands from OS5 Open Space Environmental Protection Zone, RR Rural Residential and A Agricultural Zones to OS5 Open Space Environmental Protection Zone and RA2 Apartment Residential Zone with exceptions permitting ancillary commercial uses. Prior to the enactment of the implementing zoning by-law, Council shall have approved a site development application for the subject lands. The zoning by-law will be enacted with an "H" Holding provision, which will only be removed once water and sanitary servicing capacity is allocated to the development. In addition, a 10m ecological buffer shall be provided along the edge of the valley in accordance with Council's recently passed resolution requiring a minimum 10m buffer from the top of the valley to provide for the long term protection of the valley and stream corridors. The 10m buffer will be zoned OS5, but will be included for the purposes of density calculation.

In light of the above, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications, subject to the conditions identified in this report.

Attachments

1. Location Plan
2. Official Plan Designation
3. Block Plan
4. Conceptual Plan

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Report prepared by:

Arminé 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 84, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**DEPUTATION – YORK REGIONAL POLICE
WITH RESPECT TO IDENTIFYING PRIORITIES FOR THE UPCOMING YEAR**

The Committee of the Whole recommends that the deputation of York Regional Police Chief Armand P. La Barge, Superintendent Anthony Cusimano and Inspector Les Young, and presentation material, be received.

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Item 85, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

85

**DEPUTATION – MS. LUCY DI PIETRO, AMICI
WITH RESPECT TO THE STATUS OF THE AMICI MUSEUM**

The Committee of the Whole recommends that the deputation of Ms. Lucy Di Pietro, 227 Rosanna Crescent, Vaughan, L6A 2T3, on behalf of the Association for the Memory of Italian-Canadian Immigrants (A.M.I.C.I.), and presentation material titled Museum & Italian Interpretive Centre, dated September 18, 2006, be received.

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Item 86, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

**86 DEPUTATION – MS. SUNDER SINGH, ELSPETH HEYWORTH CENTRE
 FOR WOMEN (NORTH YORK) WITH RESPECT TO OFFICE SPACE
 IN THE VELLORE VILLAGE COMMUNITY CENTRE**

The Committee of the Whole recommends that the deputation of Ms. Sunder Singh, 62 Conti Crescent, Woodbridge, L4L 7G6, on behalf of Elspeth Heyworth Centre For Women (North York), 1280 Finch Avenue West, Suite 301, North York, M3J 3K6, be received and referred to staff for a report addressing the needs of the South Asian community.

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Item 87, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

87 DEPUTATION – MS. ANNALOUISE D’AGOSTINO
WITH RESPECT TO CONCERNS RELATED TO BIRD FEEDERS AND BIRD BATHS IN VAUGHAN

The Committee of the Whole recommends that the deputation of Ms. AnnaLouise D’Agostino, 117 Gregory Scott Drive, Woodbridge, L4H 1K7, be received.

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The Committee of the Whole recommends:

- 1) That the deputation of Mr. Paul De Buono, 9983 Keele Street, Suite 105, Vaughan, L6A 3Y5, be received; and
- 2) That the correspondence submitted by Mr. De Buono be referred to staff for a report to a Committee of the Whole meeting following the review of the full contents of the letter from York Regional Police addressed to Mr. De Buono, dated July 7, 2005.

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Item 89, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

89 NEW BUSINESS – NOTIFICATION OF MARIJUANA GROW OPERATIONS PROTOCOL

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Jackson, dated September 18, 2006:

Recommendation

Local and Regional Councillor Linda D. Jackson recommends that City of Vaughan staff prepare a report for the first Committee of the Whole meeting following the 2006 election, exploring the following:

- The impact on City of Vaughan as it relates to the remaining provisions of *Bill 128, Law Enforcement and Forfeited Property Management Statute Law Amendment Act, 2005*, passed by the Province of Ontario in August 2006;
- The impact on City of Vaughan as it relates to the amended *Municipal Act's* two new sections, 431.1 and 431.2, requiring a municipality to ensure that a building is inspected if the municipality is notified in writing by a police service that the building contained a marijuana grow operation;
- The responsibilities of Vaughan Fire & Rescue Services as it relates to the above;
- The municipality's economic/financial responsibilities as it relates to the above;
- The development of a process in which property owners are first required to obtain the necessary inspections and perform required mitigation measure before requesting a building inspector enter the premises; and
- Draft a Notification of Marijuana Grow Operation Protocol Agreement Between York Region Police and City of Vaughan.

Economic Impact

Any financial benefits/responsibilities are to be outlined in staff's report to Council at the first Committee of the Whole meeting following the 2006 election.

Purpose

To address the amendments and provisions of Bill 128 and the Municipal Act as outlined above as they relate to the City of Vaughan.

Background - Analysis and Options

The Ministry of Community Safety and Correctional Services (MCSCS) has previously stated that municipalities will not be compensated for their obligations under Bill 128. However, they can be compensated as victims, but only where it is related to a specific fact scenario. For example, if a building inspection is done on a grow operation and the Province forfeited that specific building, an argument can be made for compensation. In other words, if the additional costs incurred by the municipality can be tied to the unlawful activity leading to the forfeiture, the municipality is free to make a documented claim. Public bodies take compensation only after individual claims are satisfied.

Relationship to Vaughan Vision 2007

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

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Attachments

AMO communication dated September 14, 2006, No:06-012
Ministry of Community Safety and Correctional Services, Policing Services Division, TEMPLATE,
Notification of Marijuana Grow Operation Protocol Agreement Between Police Services
and Municipalities

Report prepared by:

Mirella Compagno

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

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Item 90, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

90

NEW BUSINESS – ST. PETER’S ROMAN CATHOLIC PARKING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Jackson, dated September 18, 2006:

Recommendation

Local and Regional Councillor Linda D. Jackson recommends that City of Vaughan staff prepare a report for the first Committee of the Whole meeting following the 2006 election, exploring possible parking solutions for St. Peter’s Roman Catholic Church parishioners.

Economic Impact

There are no economic implications.

Purpose

To address the shortage of parking at St. Peter’s Roman Catholic Church.

Background - Analysis and Options

St. Peter’s Catholic Church parishioners regularly contact Council with complaints relating to the shortage of parking at the Church and surrounding area, resulting in parking fines. Solutions such as additional parking at community centres, neighbouring schools, and private facilities would remove congestion from city streets and limit the resulting parking infractions.

Relationship to Vaughan Vision 2007

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

Report prepared by:

Mirella Compagno

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Item 91, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

91 NEW BUSINESS – SUMMERIDGE DRIVE – TRAFFIC CALMING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated September 18, 2006:

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to review the need for and feasibility of traffic calming measures for Summeridge Drive;
2. That staff and the Local Councillor meet with the community to discuss a traffic calming plan and to form a traffic calming committee; and
3. That staff report to a future Committee of the Whole in December 2006.

Economic Impact

N/A.

Purpose

To alleviate speeding issues along Summeridge Drive.

Background - Analysis and Options

Summeridge Drive is a collector road that extends between Dufferin Street and Bathurst Street in the Thornhill Woods subdivision, with a statutory speed limit of 40 kilometres per hour. Currently, there are existing all-way stop controls located at the intersections of Summeridge Drive and Pleasant Ridge Avenue, Summeridge Drive and Thornhill Woods Drive, Summeridge Drive and Bathurst Glen Drive, and Summeridge Drive and Loire Valley Drive.

Despite these all-way stop controls, vehicular traffic continues to speed along Summeridge Drive, creating a safety concern for the residents of the community. Several residents have telephoned the Councillor's office requesting that traffic calming measures be investigated for the roadway. The residents have also indicated that due to speeding traffic, several motor vehicle collisions have occurred on Summeridge Drive, adding to the safety concerns of the community.

Additionally, Summeridge Drive has become a throughfare roadway, as a high volume of traffic utilizes Summeridge Drive as an access road between Dufferin Street and Bathurst Street, especially during peak traffic times. The volume of throughfare traffic does add to the speeding issues of the roadway, creating a safety concern for the residents of the community.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

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 recommended that staff be directed to investigate the necessity and feasibility of traffic calming measures for the entirety of Summeridge Drive in order to address the ongoing concerns over speeding along Summeridge Drive. It is also recommended that a community meeting be held to discuss a traffic calming plan and to form a traffic calming committee.

Attachments

N/A

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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Item 92, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

92

NEW BUSINESS – TAXI CAB LICENSING FEES

The Committee of the Whole recommends that staff review the current state of licensing fees presently being charged to taxi cab owners and drivers in the City of Vaughan and that a report be brought forward in the new year to address the request for a 40% reduction in the said fees.

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.

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Item 93, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

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**NEW BUSINESS – LEOPARD LANE DEVELOPMENTS
OFFICIAL PLAN AMENDMENT FILE OP.05.025
ZONING BY-LAW AMENDMENT FILE Z.05.051
SITE DEVELOPMENT FILE DA.05.060**

The Committee of the Whole recommends that staff provide a status report with respect to Leopard Lane Developments, Official Plan Amendment File OP.05.025, Zoning By-Law Amendment File Z.05.051 and Site Development File DA.05.060, for the subject land located on the east side of Keele Street south of Major Mackenzie Drive.

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.

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Item 94, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2006.

94

**NEW BUSINESS – PROMENADE PARK
OFFICIAL PLAN AMENDMENT FILE OP.05.027
ZONING BY-LAW AMENDMENT FILE Z.05.059
SITE DEVELOPMENT FILE DA.05.061**

The Committee of the Whole recommends that staff provide a status report with respect to Promenade Park, Official Plan Amendment File OP.05.027, Zoning By-Law Amendment File Z.05.059 and Site Development File DA.05.061, for the subject land located adjacent to the Promenade Mall.

The foregoing matter was brought to the attention of the Committee by Mayor Di Biase.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2006

Item 95, Report No. 43, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on September 25, 2006, as follows:

By receiving the memorandum from the City Clerk and Returning Officer, dated September 25, 2006.

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NEW BUSINESS – 2006 MUNICIPAL ELECTION BROCHURE

The Committee of the Whole recommends that the information brochure submitted by Regional Councillor Frustaglio titled “VOICE Your Choice This November”, be received and referred to staff for a report to the Council meeting of September 25, 2006.

The foregoing matter was brought to the attention of the Committee by Regional Councillor Frustaglio.