

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

Item 1, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

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#### SMOG SUMMIT 2007

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City of Vaughan Environmental Task Force, dated May 14, 2007:

##### Recommendation

The City of Vaughan Environmental Task Force recommends:

1. That this report be received;
2. That Council endorse the draft *Toronto and Region 2007 Intergovernmental Declaration on Clean Air*, and
3. That the Chair of the Environmental Task Force be appointed the City's representative at the signing of the Declaration at the 8<sup>th</sup> Smog Summit on June 7<sup>th</sup>, 2007.

##### Economic Impact

Participation in the GTA Clean Air Council (GTA CAC) and the Smog Summit are within the approved departmental budget and as such, there is no additional economic impact.

##### Communications Plan

A news release will be prepared indicating that the City of Vaughan will be a signatory of the Toronto and Region 2007 Intergovernmental Declaration on Clean Air. The City's representative at the Smog Summit will also potentially participate in the Municipal Clean Air and Climate Change Announcements (contingent on acceptance of announcements).

##### Purpose

To seek Council's endorsement of the draft *Toronto and Region 2007 Intergovernmental Declaration on Clean Air*, with the understanding that the final Declaration will be unveiled and signed on June 7<sup>th</sup>, 2007 at the Smog Summit.

##### Background

The signatories of the *Intergovernmental Declaration on Clean Air*, through the GTA Clean Air Council commit to acting in concert to address smog and green house gas emissions, to share information and where possible, to share resources and undertake appropriate research, studies, workshops and actions in order to improve air quality. The attached declaration identifies a number of existing programs that will be continued as well as new initiatives, such as exploring innovative financial mechanisms to enable corporate energy-use reductions and supporting Transportation Demand Management (TDM) programs.

Municipalities and regions will issue and sign a joint declaration during the proceedings. The facilitated question period will be the framework for bringing forward vetted announcements and commitments from individual municipalities. The Environmental Task Force will determine the programs to be submitted for vetting prior to May 15<sup>th</sup>, 2007.

The City of Vaughan has been participating in the Smog Summit since 2004.

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**Relationship to Vaughan Vision 2007**

Ongoing participation in the GTA CAC and the Smog Summit is consistent with Vaughan Vision 2007 as it supports the goal of safeguarding the environment. Budget has been allocated for this initiative.

**Regional Implications**

N/A

**Conclusion**

With the creation of the Environmental Task Force in 2004, the City of Vaughan has been making progress on the development, implementation and communication of environmental initiatives. These initiatives protect the health of our residents and environment, improve quality of life and the economy of the City of Vaughan. Cooperative efforts, such as the Clean Air Council and the Smog Summit, assist in these efforts through the sharing of resources, information and best practices and are necessary to addressing larger, cross-boundary issues such as air quality, smog and climate change.

**Attachments**

1. Draft - *Toronto and Region 2007 Intergovernmental Declaration on Clean Air* (confidential – available to Mayor and Members of Council only)
2. 2007 Smog Summit Draft Agenda

**Report prepared by:**

Rebekah McGurran, Economic Developer – Environmental Sector  
Shirley Kam, Manager of Economic Development  
Frank Miele, Commissioner of Economic/Technology Development and Communications

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

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Item 2, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

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**REQUEST FOR COMMENTS  
DRAFT TERMS OF REFERENCE  
GTA WEST CORRIDOR INDIVIDUAL ENVIRONMENTAL ASSESSMENT  
MINISTRY OF TRANSPORTATION (ONTARIO)**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Commissioner of Planning, dated May 14, 2007:

**Recommendation**

The Commissioner of Engineering and Public Works and the Commissioner of Planning, recommend that:

1. The resolution of the Region of York's Planning and Economic Development Committee, contained in the report entitled "GTA West Transportation Corridor Environmental Assessment" (Attachment No. 2), as adopted on May 2, 2007 be endorsed;
2. The Ministry of Transportation, the Ministry of the Environment and the Ministry of Public Infrastructure Renewal be advised that the City of Vaughan is willing to work in cooperation with the Province and the Region of York, and any affected municipalities, to advance the GTA West Corridor Environmental Assessment process concurrently with the preparation of the Region of York's Growth Management Review and the City's Consolidated Growth Management Strategy – 2031; and
3. This report be forwarded to the Regional Municipality of York for information purposes.

**Economic Impact**

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

**Communications Plan**

The Ministry of Transportation's draft Terms of Reference contains a public consultation plan, which the Ministry of Transportation proposes to employ during the preparation of the GTA West Corridor Environmental Assessment.

**Purpose**

The purpose of this report is to respond to the Ministry of Transportation's request for comment, dated March 30, 2007, on the draft Terms of Reference for the GTA West Corridor Environmental Assessment

**Background – Analysis and Options**

**Context**

In 2006 the Ministry of Public Infrastructure Renewal's *Places to Grow – Growth Plan for the Greater Golden Horseshoe* was approved. *Places to Grow* sets out policies for managing growth and development in the Greater Toronto Area and the Golden Horseshoe for the next thirty years. In conjunction with the *Greenbelt Plan*, the *Oak Ridges Moraine Conservation Plan* and the *Niagara Escarpment Plan*, *Places to Grow* will provide the broad planning vision for southern Ontario, to which all planning decisions will have to conform.

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One of the objectives of *Places to Grow* is to provide for intensification within existing “Built-up Areas” with a focus on a number of “Urban Growth Centres”. Also identified are a number of “Future Transportation Corridors”, one of which is the GTA West Corridor. The corridor is shown conceptually in *Places to Grow* as running between Vaughan and the Guelph Area. The Built Up Areas and Growth Centres within the influence of the GTA West Corridor EA study area are Vaughan, Brampton, Milton, Georgetown and Guelph. To support these centres, the Ministry of Transportation is undertaking an Individual Environmental Assessment to ensure that the transportation network in this corridor can sustain the efficient movement of goods and people.

The draft Terms of Reference recognizes that both Regional and local municipalities have planning objectives regarding their future growth and development. It is noted that the EA study will need to take this information under consideration when evaluating potential transportation solutions. The Ministry Study Team has been advised of Council’s February 12, 2007 decision to proceed with the preparation of the Vaughan Consolidated Growth Management Strategy – 2031.

This EA will play an important role in shaping Vaughan’s future. If it is determined that major provincial transportation infrastructure, such as a 400 – series highway, is required to connect to Highway No. 400 it will affect both the Region of York’s Growth Management Review process and the preparation of Vaughan’s Consolidated Growth Management Strategy – 2031. The planning for such a facility may encumber Vaughan’s “Whitebelt” area (as defined in *Places to Grow*) for a substantial period of time. This could result in delays in the preparation of secondary plans for this area, which will be part of the City’s Official Plan Review process. It may take from three to ten years to obtain clarity on the actual degree of impact on the northern part of the city.

#### The Proponent of the GTA West Corridor Environmental Assessment

The proponent of the GTA West Corridor Environmental Assessment is the Ministry of Transportation (Ontario)

#### The Purpose of the Terms of Reference

The Terms of Reference provide the framework for the completion of the Individual Environmental Assessment study. Approval of the Terms of Reference by the Minister of the Environment is required by the Ontario *Environmental Assessment Act*. Generally, the Terms of Reference identify a problem and opportunity statement; outline the range and type of alternatives to be considered; describe the way in which alternatives will be generated and selected; and establish the stakeholder consultation process.

#### The Purpose of the Individual Environmental Assessment Study

The purpose of the EA study is to examine long-term transportation problems and opportunities and consider alternative solutions to provide better linkages between Urban Growth Centres, as shown in the *Places to Grow - Growth Plan for the Greater Golden Horseshoe*, in the GTA West Corridor. The focus is on developing an integrated system of transportation modes that includes public transit and a road/rail system, which includes good access to intermodal facilities, transit hubs and airports.

#### The Preliminary Study Area

The preliminary study area is shown on Attachment No. 1. The boundaries are:

- East: Highway No. 400 (Vaughan), between Highway 407 and Kirby Road;
- South: Highway 407 between Highway 400 west to the intersection of Highways 401 and 407; and west from the intersection of Highways 407 and 401 along Highway 401 to the intersection of Highway 401 and Highway 6 (Guelph);

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- West: Highway 6 from Highway 401 to north of Guelph;
- North: West from the intersection of Kirby Road and Highway No. 400 between Nobleton and Bolton and then southwest, south of Caledon East to two concessions north of the west half of the City of Guelph.

#### The Problem Statement – Transportation

Two critical transportation problems have been identified. The first is the continuing population and employment growth in the Greater Golden Horseshoe in general and within the preliminary study area in particular, which is causing the capacity of the existing road network infrastructure to be exceeded.

The second is that the growth has resulted in traffic congestion, which continues to worsen. This is having a negative effect on the economy and the growth potential of the broader area. Congestion is being seen in peak periods on many sections of the provincial highway system and on many local and regional roads with substantial concern over the future availability of east-west network capacity in the Greater Golden Horseshoe.

#### Opportunities

The Urban Growth Centres identified in *Places to Grow* are important to the local, regional, provincial and national economies. Better linkages are required between the growing economic centres in the GTA, due to projected population and employment growth. Addressing the transportation issues will support economic development and assist in fulfilling the objectives of the *Places to Grow* plan.

#### The Study Process

##### a) Overview

The study will be prepared in accordance with the requirements for an Individual Environmental Assessment under the *Environmental Assessment Act*. The following steps are identified in the Terms of Reference.

- Preparation of Terms of Reference followed by their review and approval by the Ministry of the Environment;
- Preparation of the Individual Environmental Assessment will be undertaken in two stages:, which includes:

##### Stage 1:

Stage 1 will focus on selecting alternative ways of addressing the transportation problems and opportunities in the Preliminary Study Area. “Alternatives to the undertaking” are defined as different ways of addressing the existing and future deficiencies in the transportation network. This would include a “do nothing” option along with measures that would increase network capacity or reduce transportation demand or a combination of both. If the recommendation of Stage 1 is “do nothing” then no further action will be initiated. If the alternative is outside the jurisdiction of the MTO, it will be referred to the appropriate agencies for action. If the preferred alternative to the undertaking is within the jurisdiction of MTO, the process will move to Stage 2. A preferred alternative(s) will emerge as a result of this stage. At this point a 400-series highway would be one of the options under consideration.

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#### Stage 2:

Stage 2 will focus on following:

- Refining the study area;
  - Gathering information on existing environmental conditions;
  - Generating, refining and assessing the “Alternative Method(s)” of doing the undertaking. Alternative methods are defined as different ways of doing the same activity. For example: Where new transportation infrastructure is recommended this would typically include alternative locations and designs for the new facility;
  - The evaluation and selection of the preferred alternative;
  - Preparing the concept design for the preferred alternative;
  - Developing mitigation measures to address potential impacts and preparing the necessary environmental documentation.
- Submission of the Individual Environmental Assessment document to the Ministry of the Environment for review and approval;
  - Subsequent to the approval of the Individual EA, a Class Environmental Assessment for the design and construction of the project will be undertaken;
  - Obtain the required environmental clearances;
  - Begin construction of the project, subject to land acquisition and budget approval.

#### b) Timing for the Completion of the Terms of Reference and the EA Study

The draft Terms of Reference does not specify a timeframe for the completion of the EA Study. Ministry of Transportation Staff were able to provide the following guidance:

- Submission of the draft Terms of Reference to the Ministry of the Environment for Approval: **June 2007**;
- Approval of the Terms of Reference by the Minister of the Environment: **September – October 2007**;
- Completion of Stage 1: **2.5 years (to approximately 2010)** at which point it would be determined if there is a provincial project to carry on to a second stage. The extent to which the City will be impacted by any new provincial infrastructure may also be determined by the end of this phase;
- Completion of Stage 2: **2.0 to 3.0 years (to approximately 2013)** followed by submission of the EA to the Ministry of the Environment. If a new road is prescribed, the alignment would be defined at the end of this stage;
- If the approved EA specifies additions to the provincial road network the design phase will proceed by way of a Class EA: **(2.0 to 3.0 years, to approximately 2016)**;

At earliest, this would put the construction of the project a minimum of ten years away. This does not take into account the variations in time required to receive Ministerial approval for the EA, the resolution of any appeals and the completion of property acquisition. Provincial funding would also have to be approved.

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Two critical points for Vaughan would be the ends of Stages 1 and 2. At the completion of Stage 1 there would be sufficient information to establish whether any new provincial infrastructure will be needed within Vaughan, and if so, the extent. The main question will be, whether a 400 – series highway will be required to connect to Highway No. 400 in Vaughan or an extended Highway No. 427 or if other measures are warranted.

If a new provincial highway within Vaughan is confirmed through Stage 1, the completion of the Stage 2 process would identify the alignment to a level of detail sufficient to proceed to secondary planning within the City's "Whitebelt" area. If this was the case, then there is the potential for a six to seven year delay in the preparation of secondary plans for the "Whitebelt" area west of Highway No. 400.

#### c) Public Consultation

Public Information Centres (PICs) were held on the draft Terms of Reference from April 16, 2007 through to April 24, 2007 at four locations throughout the study area. Locally, a PIC was held at LeJardin in Woodbridge (8440 Highway 27) on April 16. The Ministry of Transportation has set up a website ( [www.gta-west.com](http://www.gta-west.com) ), to provide information to the public on the study. The information from the April 16 PIC can be downloaded from the website. It will operate throughout the life of the project.

The Terms of Reference sets out the public and stakeholder engagement strategy for the preparation of the Environmental Assessment. Public Information Centres will be one of the primary ways of keeping the public informed and seeking input. It provides for a total of six Public Consultation Centres, which are proposed at the following milestones:

##### Stage 1 (3 PICs)

- Review of Transportation Problems/Opportunities and Preliminary Analysis of the Alternatives;
- The Purpose and Rationale for the Undertaking, the detailed Alternatives to the Undertaking and the Evaluation Criteria;
- Identification and Selection of Alternatives to the Undertaking.

##### Stage 2 (3 PICs)

- Refinement of the Study Area, Identification of Study Area Features and Generation of Alternative Methods;
- Refinement, Assessment/Evaluation of Alternative Methods and Selection of a Preferred Alternative; and
- Concept Design and Mitigation measures for the Preferred Alternative.

Each round of consultation will include one PIC in York Region. MTO will publish newspaper advertisements at the time of study commencement for each round of PICs and when the EA is formally submitted. Locally, the notices will appear in the *Toronto Star*, the *Vaughan Citizen/York Region Business Times* and the *King Township Sentinel*. If circumstances warrant, follow-up meetings to the PICs may be arranged to address any of the issues raised.

The Terms of Reference also calls for the creation of a Citizens' Advisory Group. It will be made up of representatives of stakeholder groups, organizations and individuals from in and around the Preliminary Study Area. It will be a volunteer advisory group to the project team and the Ministry of Transportation. Its purpose is to provide a community perspective and input on the direction and findings of the EA Study. Details and applications for membership are available on the project website. The Terms of Reference also indicate that MTO is committed to engaging other Citizen Advisory Committees that may be established by affected municipalities.

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A Municipal Advisory Group has also been established. This group is technically focused and will review, comment and provide input on the environmental assessment process and the resulting documents. The purpose of this group is to foster two-way communications with the Study Team to ensure that municipal issues and local environmental conditions are considered and evaluation criteria are appropriately identified and weighted. Input will be sought at key milestones throughout the preparation of the Environmental Assessment. The City of Vaughan is represented on the Municipal Advisory Group.

Prior to submitting the Environmental Assessment to the Ministry of the Environment for approval, the draft EA will be available for comment for a minimum of 90 days.

#### d) Issues Resulting from the GTA West Corridor Environmental Assessment

The draft Terms of Reference provide the framework for the preparation of the GTA West Corridor Environmental Assessment. The EA is necessitated by a shortage of road network capacity in the western half of the GTA and the need to put in place the infrastructure that is required to implement the *Places to Grow* plan.

The City of Vaughan is included in the preliminary study area and the EA might ultimately result in the city receiving a major element of provincial infrastructure, possibly a 400 – series Highway, which could extend from Highway No. 400 to the Guelph area. In the long-term this would have a major impact on the physical structure of the City. The alignment would affect the nature of the adjacent land uses, community form and design and the living environment. In addition, it could also have a major economic impact, which may be positive.

In the short-term it introduces a significant period of uncertainty for the City, which could last between three and ten years. Both the Region and the City are preparing growth management plans to the year 2031. The Vaughan Consolidated Growth Management Strategy – 2031 will essentially be the City's "build out" plan, which will ultimately result in an urban boundary expansion into the "Whitebelt" area as defined by the *Places to Grow* plan. Preliminary population and employment projections emerging from the Region of York confirm that the Whitebelt lands will be required for development if the provincial growth targets are to be met. There is a strong probability that the Whitebelt area at the north end of the City would be the location for new provincial transportation infrastructure.

It is noted that the City has adopted OPA No. 637 (the Highway 400 North Employment Lands – Teston Road to the King-Vaughan Line, between Weston Road and Jane Street), which designates the subject lands for employment uses. The amendment requires a Regional Official Plan Amendment. A Regional Public Hearing has been held but the amendment has not been adopted as yet. The GTA West EA will also impact the OPA No. 637 amendment area, particularly the portion between Highway No. 400 and Weston Road.

The Terms of Reference for the City's Official Plan review provides for the preparation of official plan policies and secondary plans for the Whitebelt area. Two issues will make it difficult to proceed to this level of detail in the preliminary study area, which is located to the west of Highway No. 400.

In the first instance, it is uncertain whether new provincial infrastructure will be required in this area. At the end of Stage 1 it will be known whether there is the need for a provincial facility in Vaughan and if so, its extent. The need for the undertaking and its description will be established during this phase. This will be documented in a *Transportation Planning and Needs Report*. It is expected that this analysis would include the potential traffic volumes that would be served by a link between Highway No. 400 and an extended Highway No. 427.



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There are a number of potential outcomes. They could include: No connection to Highway No. 400; a truncated connection to an extended Highway No. 427; or the identification of other measures that may be implemented by the province or other agencies and governments, like the local and regional municipalities. In addition, environmental factors will play an important role in determining the type of improvements that may be appropriate. The north western quadrant of the city includes a major portion of the Greenbelt and the Humber River Valley. Based on information provided by Ministry Staff, it will take approximately two and a half years to complete Stage 1 of the EA Study.

Should Stage 1 be completed and the result indicates that a provincial highway is a preferred alternative (including a portion extending into Vaughan) then the process would move to Stage 2. The Stage 1 results may not have enough information to allow for detailed secondary planning. One of the products of the completion of Stage 2 would be the alignment of the new highway. Until this is provided it would be extremely difficult to move to the preparation of secondary plan policies for any portion of the Whitebelt that remains under study.

This situation is reminiscent of the Highway No. 427 Extension EA. Under these circumstances, the northerly Whitebelt area in Vaughan, west of Highway No. 400, will be constrained until it can be determined, first whether new provincial infrastructure is required and appropriate (Stage 1: 2.5 years +/-) and second, where the alignment would be located (Stage 2: 3 years +/-). The result could be that this section of the Whitebelt area may not be subject to secondary planning for six to seven years.

The impact of this Environmental Assessment could potentially extend to the West Vaughan Area. It is currently uncertain as to what the final alignment of Highway No. 427 will be and how far north it will go. If a 400 – series highway is the result of the GTA West Corridor exercise it may terminate at an extended Highway No. 427 or be an interchange on the route over to Highway No. 400. Such an interchange would be north of Major Mackenzie Drive. Both the Highway 427 and the GTA West Corridor EAs will need to mesh. This may have major effects on the municipal road pattern in the area, possibly impacting the alignment of Major Mackenzie Drive, which is now under evaluation as part of the Region of York's Western Vaughan Environmental Assessment.

The GTA West Corridor Environmental Assessment process introduces an additional element of uncertainty into the future of the northern part of the city. In the worst case, the effect could be beyond a freeze in development in the Whitebelt area, it may prevent planning to the secondary plan level for up to seven or more years.

#### e) The Response from the Region of York

On May 2, 2007 the Region of York's Planning and Economic Development Committee considered a report on the draft Terms of Reference for the GTA West Corridor Environmental Assessment. The purpose of the report was to inform Regional Council of the initiation of the Environmental Assessment. The Regional Staff report forms Attachment No. 2 to this report. On May 2, 2007 the Committee adopted the following motion:

1. The Ministry of Transportation and the Ministry of the Environment be requested to expedite the GTA West Corridor and other environmental assessments that are needed to meet the Provincial Growth Plan for the Greater Golden Horseshoe;
2. The Ministry of Public Infrastructure Renewal be advised of recommendation No. 1;

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3. The Ministries of Transportation and Public Infrastructure Renewal be requested to work with York Region and other affected municipalities to investigate other processes and mechanisms that will allow the Province to plan and protect the GTA West Corridor within a two-year period.

The resolution requests that the Ministries of Transportation and Public Infrastructure Renewal work with the municipalities to plan and protect the GTA West Corridor within a two-year period. This timeframe would be acceptable to the City of Vaughan, as it corresponds to the prospective timelines that have been adopted for the Growth Management Strategy and the Official Plan Review. It would be appropriate for the City support this resolution.

#### f) Moving Forward with the EA and the Municipal Planning Processes

The *Places to Grow* plan provides the framework for the future of the GTA and the Greater Golden Horseshoe. It recognizes the need to provide the transportation infrastructure that will support a strong economy and a complementary urban structure, which will meet the challenges of our continuing growth. The GTA West Corridor EA study will help to fulfill this objective. However, there is also a need to plan for the future at the local level. Both the Region and the City have responded to the *Places to Grow* plan by starting comprehensive growth management reviews.

If the experience of the Highway No. 427 Extension is a guide, the planning for any new urban expansions, consistent with the *Places to Grow* plan may be substantially delayed by the GTA West Corridor EA Study. The resolution of the Region of York requests that a means be found, to plan for and protect any required corridor within a two-year timeframe. This would allow the Region and the City continue with their planning processes with a greater degree of certainty.

This approach should not be seen as being expedient. Over the next two years the Ministry of Transportation, the Region of York and the City of Vaughan will all be conducting studies and public consultation processes for their respective planning exercises. During this period the concurrent processes will generate an enormous information base, which would include existing land use, population and employment projections, transportation demand and servicing requirements and detailed environmental inventories. If this information is shared and the processes coordinated it could provide a powerful planning and decision-making tool that could support all three exercises. Achieving a level of coordination in the public consultation processes would also be worth considering, ensuring that the public is well informed.

This approach would present a unique opportunity for three levels of government to work together with their concurrent planning processes to achieve a common aim – the implementation of the *Places to Grow* plan. If properly structured a cooperative approach may result in a more timely process for determining the transportation needs and constraints, which would continue to meet or exceed the requirements for an Individual Environmental Assessment.

#### Relationship to Vaughan Vision 2007

Addressing the issues raised as a result of the GTA West Corridor Environmental Assessment is consistent with Vaughan Vision 2007's objectives as set out in Section 3 "Transportation and Transit Infrastructure and Section 4 "Planning and Managing Growth".

#### Regional Implications

The implications for the Region of York have been discussed in the report and are reflected in Attachment No. 2.

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**Conclusion**

It should be the objective all parties to move ahead with a thorough and timely process that will optimize the quality of the concurrent Environmental Assessment and municipal planning processes. Therefore, it is recommended that the Ministry of Transportation, the Ministry of the Environment and the Ministry of Public Infrastructure Renewal be advised that the City of Vaughan supports the Region's resolution. In addition, the Ministries should be advised that the City of Vaughan is willing to work with the Province, the Region of York and any other affected municipalities to advance the GTA West Corridor Environmental Assessment process, in conjunction with the preparation of the Region of York's Growth Management Review and the City's Consolidated Growth Management Strategy – 2031.

**Attachments**

1. Preliminary Study Area
2. Region of York Planning and Economic Development Committee Report: "GTA West Transportation Corridor Environmental Assessment", May 2, 2007
3. Existing Land Use Policy Areas

**Report prepared by:**

Roy McQuillin, Manager of Corporate Policy, ext. 8211

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

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Item 3, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**3 KING HIGH DRIVE PROHIBITIONS/ROAD CLOSURE  
TRAFFIC SURVEY RESULTS**

The Committee of the Whole recommends:

- 1) That Clauses 1, 3, 4, 5 and 6 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 14, 2007, be approved;
- 2) That a temporary closure on King High Drive for a trial period of 1 year, be approved;
- 3) That the memorandum of the Commissioner of Engineering and Public Works, dated May 9, 2007, be received; and
- 4) That the following deputations, written submission and petition, be received:
  - a) Mr. Gershon Mader, 216 King High Drive, Thornhill, L4J 3N5, written submission dated May 13, 2007, and petition dated May 9, 2007;
  - b) Ms. Ronda Goldberg, 179 King High Drive, Thornhill, L4J 3N3; and
  - c) Mr. Bryan Sloss, 226 King High Drive, Thornhill, L4J 3N5.

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information;
2. That should Council consider a temporary closure on King High Drive that the closure be for a trial period of 1 year;
3. That Engineering Services staff be requested to monitor the traffic impact and provide a report to a Committee of the Whole meeting after the 1 year trial period;
4. That Engineering Services staff be requested to review the intersection of Beverly Glen Boulevard and Concord Road for a possible turn prohibition and follow up with consultation with the residents;
5. That funding for the temporary closure (break-away bollards) be drawn from the 2007 Traffic Calming Capital Budget Account in the amount of \$6,400.00; and
6. That the Region of York be informed of Council's decision in this matter;

**Economic Impact**

There would be an impact to the 2007 Traffic Calming Capital Budget of \$6,400.00, plus applicable taxes, for the funding of the temporary road closure. The impact of a complete road closure would be to a future Capital Budget.

**Communication Plan**

There have been a number of previous public meetings and surveys regarding possible alternatives including partial closures, full closures and turn prohibitions for the King High Drive

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area. In addition to the latest survey, comments were also requested from both school boards. The decision of Council will be communicated to area residents and both school boards by means of a mail out notice and a 'C' (Construction) letter in advance of the road closure.

**Purpose**

To report on the results of a traffic survey sent to area residents for options regarding traffic movements at the intersection of King High Drive and Dufferin Street.

**Background - Analysis and Options**

*King High Drive is a local road between Dufferin Street and Vaughan Boulevard. The intersection of King High Drive and Dufferin Street is under the jurisdiction of the Region of York. The area is shown on Attachment No. 1.*

At its meeting of February 20, 2006, Council recommended a partial closure of King High Drive and Dufferin Street through installation of centre medians that would restrict southbound left turns, but permit other movements. The Region of York responded that they would not support the partial traffic movements closure at this intersection but would support a southbound left turn prohibition. Typically, a response from the residents of 66.6% in support of the prohibition is required by the Region of York. A copy of the Region of York's letter is included as Attachment No. 4.

Staff prepared a survey for various options to be delivered to potentially affected residents of the following streets: Beverly Glen Boulevard (from Dufferin Street to Coldwater Court), Fairfax Court, Loma Vista Drive, King High Drive, Belfield Court, Forest Lane Drive, Lawrie Road, Concord Road, Vaughan Boulevard, and Loudon Crescent.

The survey outlined three options for the intersection of King High Drive and Dufferin Street as follows:

- Turning Prohibitions to restrict all southbound left turning vehicles from Dufferin Street to King High Drive from 7:00am to 9:00am, Monday to Friday;
- A Full Closure on King High Drive east of the commercial lands at the northeast and southeast corners of King High Drive and Dufferin Street;
- Do Nothing.

The survey was delivered on January 9, 2007 and closed for responses on January 29, 2007. A total of 390 surveys were delivered and 201 completed surveys were returned by mail, fax, or e-mail for a response rate of 52%. A copy of the survey is included on Attachment No. 2.

In addition, a petition was received from an area resident titled 'Petition against closure of King High Road at Dufferin Street'. The petition was signed by 41 residents. Staff advised the resident to have those who signed the petition send in their survey responses so their votes could be tallied into the totals. A copy of the petition is included on Attachment No. 3.

The breakdown of survey responses is as follows:

- |                                   |              |                        |
|-----------------------------------|--------------|------------------------|
| • Option A (Turning Prohibitions) | 66 responses | 33% of total responses |
| • Option B (Full Closure)         | 70 responses | 35% of total responses |
| • Option C (Do Nothing)           | 65 responses | 32% of total responses |

The response percentages are evenly split amongst the 3 survey options. Based on the survey results, neither Option A for turning prohibitions nor Option B for full closure of King High Drive

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met the 66.6% threshold, and would not be supported by the Region of York. There were 68% of the residents in support of implementing either a turning prohibition or road closure at the Dufferin Street and King High Drive intersection.

There were 66 returned surveys from King High Drive of which 53 or 80% were in support of the full road closure at Dufferin Street and King High Drive. The most impacted residents on King High between Dufferin Street and Concord Road were 87% (34 out of 39 returned surveys) in support of a full closure.

The majority of the returned surveys (73%) on Beverly Glen Boulevard and on Concord Road between Beverly Glen Boulevard and King High Drive supported the 'Do Nothing' option, with 2 returned surveys in support of a full closure and 6 in support of a turn prohibition in this area. A significant number of residents on Beverly Glen Boulevard between Dufferin Street and Concord Road did not respond to the survey (14 out of 35 or 40%). The remaining surveyed area were evenly split on the three options.

The chart below summarizes the entire surveyed response area.

<u>Road</u>	<u># of Surveys Sent</u>	<u># of Surveys Returned</u>	<u># of Surveys Not Responding</u>	<u>Option "A"</u>	<u>Option "B"</u>	<u>Option "C"</u>
King High Dr	84	66	18	9	53	4
Concord Rd	29	16	13	7	5	4
Beverly Glen Blvd	41	25	16	5	3	17
Fairfax Ct	19	2	17	2	0	0
Loma Vista Dr	53	20	33	6	1	13
Belfield Ct	7	4	3	1	3	0
Forest Lane Dr	50	26	24	14	0	12
Lawrie Rd	47	19	28	10	2	7
Loudon Cres	23	6	17	3	0	3
Vaughan Blvd	34	15	19	8	2	5
Dufferin St	2	1	1	0	1	0

Clearly, with 68% overall resident support for implementing some form of traffic movement control, one of the two options (A or B) should be considered. An alternative to a permanent, full closure may be to consider a temporary closure of King High Drive for a period of one (1) year. Should Council approve such a closure, Engineering Services staff will monitor the traffic operation and patterns within the Subdivision and report on the findings at the end of this trial period.

Approximately eight break-away bollards would be required across King High Drive. The break-away bollard style is required to allow Fire Response into the subdivision. Staff estimates that the cost to install each bollard would be \$800.00. The estimated cost would be \$6,400.00, plus applicable taxes. The funding for this can be drawn from the 2007 Traffic Calming Capital Budget Account. There are no monies set aside in the 2007 Capital Budget for a complete closure. The cost of a permanent closure, if approved, would be allocated in a future Capital Budget.

**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.

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#### **Regional Implications**

The Region of York has been previously requested for comments on the various alternatives which have been documented in this report and others. The various alternatives affect traffic movements at the intersection of King High Drive and Dufferin Street.

At their meeting on September 22, 2005, the Council of the Regional Municipality of York adopted to implement a southbound left turn prohibition at the intersection of Dufferin Street and King High Drive between the hours of 7:00 a.m. to 9:00 a.m., Monday to Friday. The initial recommendation in the report, to close King High Drive at Dufferin Street, was supported by Regional Council.

The turning prohibitions were found to have little impact on the illegal left turns at the intersection.

#### **Conclusion**

The majority of area residents do not feel that the status quo is an option and want some form of traffic movement control. A turn prohibition at the Dufferin/King High intersection has proven in the past to be difficult to enforce. Accordingly a full closure of the intersection would appear to be the most effective means of eliminating the infiltration problem. A trial closure for one year would be an effective way to determine the impact on the community.

Should Council concur with the closure, the Engineering Services staff should be directed to continue monitoring the area and schedule a further infiltration study, traffic volume counts, turning movement counts and other studies assessing the need for and feasibility of other traffic management elements.

#### **Attachments**

1. Location Map
2. Survey titled 'Proposed Turning Prohibitions/Road Closure King High Drive at Dufferin Street'
3. Petition titled 'Petition against closure of King High Road at Dufferin Street'
4. Region of York letter – dated September 18, 2006
5. Region of York report – dated September 22, 2005

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

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

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

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Item 4, Report No. 26, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on May 22, 2007, was dealt with by approving:

***That a public meeting be held on Monday, May 28, 2007, at +/- 8:00 p.m.;***

***That the report of the Commissioner of Engineering and Public Works, dated May 14, 2007, be received; and***

***That the following written submissions be received:***

- a) Mrs. Lina Masci, Maple Village Ratepayer's Association, dated May 15, 2007;***
- b) Mr. Michael McVicar, dated May 15, 2007; and***
- c) Mr. Vince Garofalo, Maple Village Ratepayer's Association, dated May 17, 2007.***

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**4 MAPLE VILLAGE TURNING PROHIBITIONS  
FOLLOW UP REVIEW**

The Committee of the Whole recommends:

- 1) That this matter be referred to the Council meeting of May 22, 2007; and**
- 2) That the deputation of Mr. Alan Kay, Secretary, Maple Village Ratepayers' Association, 604 Barrhill Road, Maple, L6A 1N6, be received.**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

- 1. That this report be received for information purposes;
- 2. That the Region of York be requested to remove the existing turning prohibitions at Keele Street and Barrhill Road, Keele Street and Fieldgate Drive, and at Rutherford Road and Barrhill Road as determined by the majority support of the residents from the survey results.

**Economic Impact**

None.

**Communications Plan**

City staff distributed a follow-up survey to area residents on March 20, 2007. The residents were requested to vote as to whether they wanted the turning prohibitions to remain or not. City staff originally met Region of York staff in October 2006 regarding the next steps to the implementation of the turning prohibitions. There was a subsequent meeting in March 2007 with the Region to ensure all related studies were scheduled and project deadlines were being met. The decision of Council will be communicated to area residents, businesses, and the Maple Village Ratepayers Association by means of a mail out notice

**Purpose**

To follow up on the existing turning prohibitions into the Maple Village Subdivision and report on the findings.



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**Background - Analysis and Options**

At its meeting on September 26, 2006, Council directed:

**“That staff provide the 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; southbound 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.”**

Resident Survey

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.

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 three turning restrictions in the morning peak period, and if they support one turning restriction in the evening peak period. Surveys were mailed out on August 28, 2006.

Residents were requested to vote separately for the morning and evening turning restrictions and asked 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 mailed out on August 28 2006 are:

AM in Favour	AM Against	PM in Favour	PM Against
62%	38%	61%	39%

The Region of York approved the installation of the turning prohibitions at their Council meeting on October 19, 2006, and the prohibition signs were installed in early December, 2006. The turning prohibitions were Monday – Friday only with 7-9 am at the Keele Street intersections and 4-6 pm at the Rutherford Road location.

City Staff distributed a follow up survey on March 20, 2007. The residents were requested to vote for whether they wanted the prohibitions to remain or to be removed. The residents were requested to vote for the evening and morning prohibitions separately. A total of 1501 surveys were distributed with 416 residents responding, giving a response rate of 28%.

The results of the survey mailed out on March 20, 2007 are:

AM in Favour	Am Against	PM in Favour	PM Against
49%	51%	48%	52%

The results of the survey indicate that the community does not support the three morning turning prohibitions, and the community does not support the one evening turning prohibition.

Typically, support of 66.6% of respondents would indicate support for implementation of a prohibition. These prohibitions are proposed at Regional intersections and the Region of York utilizes the same benchmark.

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Every roadway within the subdivision was represented by at least one survey response. The survey was mailed out to the addresses within the area bounded by: Major Mackenzie Drive, CN Railway, Rutherford Road and Keele Street. (See Attachment No. 1 for location map). The individual stores in both plazas were hand delivered a copy of the survey and the copies of the surveys were dropped off to the Superintendent of the Amalfi Condominium.

The returned surveys showed that the majority of the residents living south of Fieldgate Drive were in support of having the turning prohibitions remain. The opposite was indicated for the north end of the subdivision where the majority of residents were in support of removing the turning prohibitions.

There were 63 responses from the main streets, Barrhill Road and Fieldgate Drive. Of these responses, 78% were in favor of keeping the morning prohibition and 76% were in favor of keeping the evening prohibition. On the side streets, there were 353 responses, where only 42% were in favor of keeping the morning prohibition, and 41% were in favor of keeping the evening prohibition. The percentages are lower for the side streets as a higher return rate of the surveys was received.

Infiltration Study

Staff conducted an infiltration study for the entire Maple Village Ratepayers Association area during the AM and PM peak periods on Thursday, May 11, 2006 in order to determine the amount of “cut-through traffic”. Three access locations were manually counted and observed which included the GO Station arrival/dismissal time periods. The following table summarizes the results of this investigation.

<u>Infiltration Pattern</u>	<b>6:30-8:30 AM</b>		<b>4:30-7:00 PM</b>	
	<u>Inbound Volume</u>	<b>( # of Vehicles) % of Entering Traffic</b>	<u>Inbound Volume</u>	<b>( # of Vehicles) % of Entering Traffic</b>
Keele St/Barrhill Rd (left turn) to GO Station	136	(36) 26%		
Keele St/Fieldgate Drive (left turn) to GO Station	134	(83) 62%		
Keele St/Cromwell Rd (through) to GO Station	33	(15) 45%		
GO Station (through) to Keele St (via Fieldgate Dr or Barrhill Rd)			456	(193) 42%
Rutherford Rd/Barrhill Rd (right turn) to Keele St (via Fieldgate Dr or Barrhill Rd)			438	(107) 24%

City staff completed a follow up infiltration study on Tuesday, April 17, 2007 with the turning prohibitions in place. The times surveyed were the same as the previous study which included the Go Station arrival / dismissal time periods. Staff included the intersection of Keele Street and Dina Road in this study. The results of the study are summarized below:

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<b><u>Infiltration Pattern</u></b>	<b>6:30-8:30 AM</b>		<b>4:30-7:00 PM</b>	
	<b><u>Inbound Volume</u></b>	<b>( # of Vehicles) % of <u>Entering Traffic</u></b>	<b><u>Inbound Volume</u></b>	<b>( # of Vehicles) % of <u>Entering Traffic</u></b>
Keele St/Barrhill Rd (left turn) to GO Station	117	(20) 17%		
Keele St/Fieldgate Drive (left turn) to GO Station	57	(18) 32%		
Keele St/Cromwell Rd (through) to GO Station	5	(3) 60%		
Keele St/Dina Road (through) to GO Station	25	(1) 4%		
GO Station (through) to Keele St (via Fieldgate Dr or Barrhill Rd)			421	(95) 23%
Rutherford Rd/Barrhill Rd (right turn) to Keele St (via Fieldgate Dr or Barrhill Rd)			102	(32) 31%
Rutherford Rd/Barrhill Rd (left turn) to Keele St (via Fieldgate Dr or Barrhill Rd)			372	(44) 11%

The second infiltration study indicates an overall reduction in the number of vehicles that are ‘cut – through’ traffic in the subdivision. It should be noted that illegal turn movements are still occurring at the intersections.

**Traffic Volumes**

Staff collected traffic volumes on Barrhill Road and Fieldgate Drive over the week period from May 8, 2006 to May 12, 2006. The following table summarizes the traffic volumes collected for the highest daily volumes.

<b><u>Location</u></b>	<b><u>Direction</u></b>	<b><u># of Vehicles</u></b>
Fieldgate Dr	Eastbound	2,018
	Westbound	1,853
		Total – 3,871
Barrhill Rd – near Oakdale Rd	Eastbound	2,182
	Westbound	2,448
		Total – 4,630
Barrhill Rd – near Butterfield Cres (south int.)	Southbound	1,718
	Northbound	2,198
		Total – 3,916

**Note:** Traffic counting equipment was placed on Barrhill Road near Patna Crescent, however, it was vandalized on three occasions and we were not able to recover any traffic volume data at this location.

Traffic Volumes were collected a second time from April 10, 2007 to April 13, 2007. The following table summarizes the traffic volumes collected for the highest daily volumes.

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<u>Location</u>	<u>Direction</u>	<u># of Vehicles</u>
Fieldgate Dr East of Keele Street	Eastbound	1,653
	Westbound	1,379
	Total	3,032
Barrhill Rd East of Keele Street	Eastbound	2,600
	Westbound	2,665
	Total	5,265
Dina Road East of Keele Street	Eastbound	725
	Westbound	718
	Total	1,443
*Barrhill Road North of Rutherford Road	Southbound	N/A
	Northbound	N/A
	Total	N/A

Note: \* The study at this location was conducted by the Region of York to include the intersection operation using their video recording device.. However, the Region is experiencing difficulties downloading the data, and at the time of this report the data was not available.

The daily maximum traffic volume on a feeder road should not exceed 8,000 vehicles. The recorded traffic volumes as shown above for both studies are within an acceptable capacity level for feeder type roadways such as Barrhill Road and Fieldgate Drive.

Community Feedback

Several residents on Dina Road have expressed concerns that the 'No Left Turn' prohibition implemented on Barrhill Road and / or Fieldgate Drive will transfer traffic onto Dina Street to reach Fieldgate Drive. This intersection was included in the recent infiltration study. There was only one vehicle that was considered a 'cut-through' movement.

Two plazas are impacted by the morning prohibitions. 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 remain. 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 remain, the parents of these students would still be required to travel via Rutherford Road or Keele Street and then north or south on Barrhill Road respectively to the school site. This is a concern raised that they must extend their travel each day to the school.

City staff have received two petitions from the residents in the Maple Village area. One petition was received by the plaza businesses, and contains 23 signatures. The petition is requesting the removal of the turning prohibitions. The second petition, also against the turning prohibitions, contains signatures from 105 different addresses from within and outside the study area.

City staff has received phone calls from 15 residents of the Maple Village community since the signs were installed. The residents who have phoned are all against the implemented turning prohibitions. The residents concerns include: receiving tickets even though they live in the

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subdivision, losing business due to customers not being able to get to stores in the morning, (grand) children cannot be dropped off for babysitting, and private home daycare clients cannot drop off their children.

**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.

**Regional Implications**

The Region of York will be required to approve a by-law removing the turning prohibitions at all three intersections, should they not be continued.

**Conclusion**

Based on the results of the survey, the proposed prohibitions were not supported by the residents nor meet the threshold of at least 66.6% for Region of York approval. The majority of the residents in the subdivision supported the removal of the turning prohibitions at the subject intersections.

**Attachments**

1. Location Map
2. Petition - Received from the plaza
3. Petition – Received by individual residents
4. **REVISED** Survey – March 19, 2007

**Report prepared by:**

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

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

Item 5, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**5 NAPA VALLEY AVENUE AND SGOTTO BOULEVARD  
PROPOSED SCHOOL CROSSING GUARD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 14, 2007:

**Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Director of Human Resources recommends:

1. That an additional crossing guard be implemented for St. Padre Pio School on the west leg of the intersection of Napa Valley Avenue and Criscione Drive;
2. That the existing crossing guard on the north side of the Napa Valley Avenue and Forest Fountain Drive intersection remain; and
3. That funding in the amount of \$4,710 be referred to the Human Resources Department for consideration in the Draft 2007 Operating Budget.

**Economic Impact**

The school crossing guard would cost \$4,710 for 2007 and the cost will be absorbed in the 2007 Operating Budget. For 2008, the full year cost would be \$9,240 which will be incorporated in the 2008 budget process.

**Communications Plan**

Staff will advise the Principal of St. Padre Pio Catholic Elementary School and the York Catholic District School Board of the additional crossing guard location.

**Purpose**

To review the location of the school crossing guard for St. Padre Pio Catholic Elementary School.

**Background - Analysis and Options**

At its meeting on March 19, 2007, Council directed:

**“That this matter be referred to staff for further review in the Spring and a report be brought forward to a future Committee of the Whole meeting in May 2007”**

St. Padre Pio Catholic Elementary School is located on the north-west corner of Napa Valley Avenue and Forest Fountain Drive. There are two existing all-way stop controls on Napa Valley Avenue near the school: at Forest Fountain Drive and at Criscione Drive/School Access. A school crossing guard exists on the north approach at the Napa Valley Avenue and Forest Fountain Drive intersection. There is a parking lay-by lane on the north side of Napa Valley Avenue in front of the school. See Attachment No. 1 for the area network.

A pedestrian study was conducted in the morning on Friday, April 5, 2007, and in the evening on Thursday, April 4, 2007. The weather was overcast on both days. Students were counted

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crossing all legs of the Napa Valley Avenue and Forest Fountain Drive intersection, and crossing Napa Valley Avenue between Marco Sgotto Avenue and Forest Fountain Drive. The results are summarized below:

Time	Location 1 Napa Valley Avenue / Forest Fountain Drive				Location 2 Between Forest Fountain and Marco Sgotto Avenue
	north side (east to west)	south side (east to west)	East side (north to south)	West sides(north to south)	
8:00 am –	13 (12)	0 (0)	10 (5)	3 (0)	21 (9)
8:35 am					
3:15 pm –	22 (31)	2 (0)	8 (19)	0 (0)	20 (9)
3:45 pm					

Note: Students who were crossing with an adult are shown in brackets. Unassisted children are shown without brackets.

There were a total of 35 unassisted children and 43 assisted children crossing east to west on the north side of Forest Fountain Drive and Napa Valley Avenue. The number of children crossing Napa Valley Avenue in Location 2 was 41 unassisted and 18 assisted children crossing north to south to the school. If all the children crossing Napa Valley Avenue (from Location 1 and Location 2) crossed in the same location, the total children crossing Napa Valley Avenue unassisted and assisted would be 62 and 42, respectively.

A school crossing guard is recommended in accordance with the Council approved warrant when the number of unassisted children crossing the road exceeds 50 in the peak hour. The north to south movement crossing Napa Valley Avenue in Location 2 and on the east / west sides of Napa Valley Avenue and Forest Fountain Drive would meet this requirement. There is a sidewalk on both sides of Napa Valley Avenue in Location 2 for pedestrian access. A sidewalk connection on the west leg of the Napa Valley Avenue and Criscione Drive intersection is the most appropriate crossing guard location. This sidewalk leads the children down the west side of the school's property into the back playing area. It would be beneficial to have the existing crossing guard remain at Location 1 due to the relatively high pedestrian activity crossing on the north side of the intersection.

Staff received catchment area information from the York Catholic District School Board.

- o 68 Children live east of Forest Fountain Drive and north of Napa Valley Avenue
- o 80 Children live south of Napa Valley Avenue and west of Forest Fountain Drive.

**Relationship to Vaughan Vision 2007**

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

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

**Regional Implications**

Not Applicable.

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**Conclusion**

An additional crossing guard is recommended to cross students north to south across Napa Valley Avenue at Criscione Drive. The existing school crossing guard at Forest Fountain Drive and Napa Valley Avenue will remain at its present location.

**Attachments**

1. Location Map

**Report prepared by:**

Leslie Winfrow, Senior Traffic Technologist 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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supply only of street signs. Gryphon Signworks Inc. was lowest in both pricing categories.

The following are the results of the tender opening:

<b>T07-001 Supply of Street Signs</b>			
<b>Item</b>	<b>Contractor</b>	<b>Total Before G.S.T</b>	<b>Total Including G.S.T.</b>
1	Gryphon Signworks Inc. Newcastle, Ontario	\$41,200.82	\$46,968.94
2	Scugog Signs Pontypool, Ontario	\$43,526.65	\$49,620.38
3	Owl-Lite Rentals Etobicoke, Ontario	\$43,848.15	*\$49,986.89
4	Instant Custom Signs Concord, Ontario	\$73,106.0	*\$83,340.84

Purchasing Services staff has checked the bids for mathematical errors, and as noted by the asterisks, the corrected totals for Owl-Lite Rentals is \$49,986.89 and Instant Custom Signs is \$83,340.84.

Gryphon Signworks Inc. references were checked by staff and obtained satisfactory comments from City of Barrie, County of Simcoe and County of Oxford. Therefore, it is appropriate to award this contract to Gryphon Signworks Inc.

**Relationship to Vaughan Vision 2007**

This report is consistent with the priorities previously set by Council. Although the funds have been included in the draft 2007 Operating Budget, the necessary resources have not been formally allocated and approved.

**Regional Implications**

The City's contract does not impact the Region's operations, as they maintain their own street signs.

**Conclusion**

Based on the prices submitted, it is recommended that the contract for T07-001 Supply of Street Signs be awarded to the lowest bidder Gryphon Signworks Inc. of Newcastle, Ontario at an estimated contract value of \$187,875.76 for the potential 4 year period.

**Attachments**

N/A

**Report prepared by:**

Tina Di Biase  
Technical Co-ordinator

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 7, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

7

**AWARD OF TENDER T07-003  
CLARENCE STREET AND PARK DRIVE  
WATERMAIN REPLACEMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 14, 2007:

**Recommendation**

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

1. That Tender T07-003 for the Clarence Street and Park Drive Watermain Replacement be awarded to Tubro Contracting Ltd. In the amount of \$479,507.24, plus G.S.T.;
2. That a contingency allowance in the amount of \$48,000.00, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the Contract;
3. That the City retain Earth Tech to provide contract administration and construction inspection services at an estimated cost of \$26,940.00, plus G.S.T.;
4. That a Geotechnical and Material Testing amount of \$10,000.00, plus G.S.T. be approved to ensure compliance with all applicable standards; and
5. That the Mayor and Clerk be authorized to sign the appropriate documents.

**Economic Impact**

The total cost of \$582,000.00 for the project falls within the approved budget amount and as such, there is no additional economic impact to the 2006 Capital Budget.

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

**Communications Plan**

Once the project is awarded, staff will advise the Ward Sub-Committee and will send out a 'C' letter to the affected residents.

**Purpose**

Council approval to award Tender T07-003, Clarence Street and Park Drive Watermain Replacement.

**Background - Analysis and Options**

The work covered by this tender includes the replacement of watermains on Clarence Street from Meeting House Road to Mounsey Street and on Park Drive from Clarence Street to the cul-de-sacs (Capital Budget Projects 1601-0-06 and 1603-0-06). (See Attachment No. 1 for project locations).

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### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

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This tender was advertised in the Daily Commercial News on the Ontario Public Buyers Association (OPBA) and on the Electronic Tendering Network (ETN), and closed on April 19, 2007. A total of 14 sets of bid documents were picked up from Purchasing Services Department, and the following 5 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Tubro Contracting Ltd.	\$479,507.24
E.R.P. Savini Construction Co. Ltd.	\$526,420.00
Varcon Construction Corporation	\$584,895.00
Vipe Construction Ltd.	\$595,631.00
Co-x-Co Construction Limited	\$692,890.00

The estimated cost for this project including contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$582,000.00 and is calculated as follows:

Tubro Contracting Ltd. Bid Price (excl. G.S.T.)	\$479,507.24
Contingency Amount (approx. 10%)	\$ 48,000.00
Contract Administration and Inspection	\$ 26,940.00
Geotechnical Inspections and Material Testing (estimated)	<u>\$ 10,000.00</u>
Sub-Total	\$564,447.24
G.S.T. (6% amount is 100% recoverable)	\$ 33,866.83
Treasury Administration (3%)	<u>\$ 16,933.42</u>
Total	\$615,247.49
Less G.S.T. Recoverable	\$ 33,866.83
Net Total Cost	\$581,380.66

**ROUNDED \$582,000.00**

Engineering staff and the City's consultant, Earth Tech have reviewed the submitted bids and are satisfied that Tubro Contracting Ltd. which has successfully completed similar works for the City, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Tubro Contracting Ltd.

#### Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works provide effective and efficient delivery of services (1.3).

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

#### Regional Implications

Not Applicable.

#### Conclusion

Sufficient funding is available in the 2006 Capital Budget (Projects 1601-0-06 and 1603-0-06) to complete the project. Staff recommend that this contract be awarded to Tubro Contracting Ltd. in the amount of \$479,507.24, plus G.S.T.

#### Attachments

1. Location Map

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 7, CW Report No. 26 – Page 3

**Report prepared by:**

John Zanchettin, C.E.T., Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng., Manager, Design Services, ext. 3110

JZ:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 8, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**8**

**AWARD OF TENDER T07-004  
SIMMONS STREET RECONSTRUCTION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 14, 2007:**

**Recommendation**

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

1. That Tender T07-004 for the Simmons Street Reconstruction be awarded to Wyndale Paving Co. Ltd. In the amount of \$348,800.40, plus G.S.T.;
2. That a contingency allowance in the amount of \$35,000.00, plus G.S.T. be approved within which the Commissioner of Engineering and Public Works or his designate is authorized to approve amendments to the contract;
3. That the City retain R.V. Anderson Associates Limited to provide contract administration and construction inspection services at an estimated cost of \$31,430.00, plus G.S.T.;
4. That a Geotechnical and Material Testing amount of \$10,000.00, plus G.S.T. be approved to ensure compliance with all applicable standards;
5. That the additional funds required to complete this project in the approximate amount of \$220,000.00 be approved, and reallocated from the Road Reconstruction 2005, Capital Project 1574-0-05 to Simmons Street Reconstruction, Capital Project 1607-0-06; and
6. That the Mayor and Clerk be authorized to sign the appropriate documents.

**Economic Impact**

With the remaining funds from Road Reconstruction 2005, Capital Project 1574-0-05 transferred to the Simmons Street Account there is as such, no additional impact to the 2006 Capital Budget. The total cost of \$456,000.00 for the project will now fall within the available funding.

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

**Communications Plan**

Once the project is awarded, staff will advise the Ward Sub-Committee and will send out a 'C' letter to the affected residents.

**Purpose**

Council approval to award Tender No. T07-004, Simmons Street Reconstruction.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

Item 8, CW Report No. 26 – Page 2

Background - Analysis and Options

The work covered by this tender includes the reconstruction of Simmons Street from Rutherford Road southerly to the cul-de-sac (Capital Budget Project 1607-0-06). (See Attachment No. 1 for project location).

This tender was advertised in the Daily Commercial News on the Ontario Public Buyers Association (OPBA) and on the Electronic Tendering Network (ETN), and closed on April 23, 2007. A total of 20 sets of bid documents were picked up from Purchasing Services Department, and the following 10 bids were received:

<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Wyndale Paving Co. Ltd.	\$348,800.40
Aloia Bros. Concrete Contractors Ltd.	\$365,201.15
Vaughan Paving Ltd.	\$389,998.60
Pave-All Ltd.	\$395,631.75
C. Valley Paving	\$400,681.00
Mopal Construction Ltd.	\$432,258.00
Kapp Contracting Inc.	\$469,054.90
Graham Bros. Construction	\$494,144.55
Lombardi Construction	\$508,359.55
Gazzola Paving Ltd.	\$548,471.50

The estimated cost for this project including contract administration, inspection and testing, utility relocation, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$452,000.00, and is calculated as follows:

Wyndale Paving Co. Ltd. Bid Price (excl. G.S.T.)	\$348,800.40
Contingency Amount (approximately 10%)	\$ 35,000.00
Utility Relocation (Bell and Gas)	\$ 17,200.00
Contract Administration and Inspection	\$ 31,430.00
Geotechnical Inspections and Material Testing	<u>\$ 10,000.00</u>
Sub-Total	\$442,430.40
G.S.T. (6% amount is 100% recoverable)	\$ 26,545.82
Treasury Administration (3%)	<u>\$ 13,272.91</u>
Total	\$482,249.13
Less G.S.T. Recoverable	<u>\$ 26,545.82</u>
Net Total Cost	\$455,703.31

**ROUNDED \$456,000.00**

With the transfer and approval of funds from Road Reconstruction 2005, (Capital Project 1574-0-05) to Simmons Street Reconstruction, (Capital Project 1607-0-06), there is sufficient funding available to complete the project. Engineering staff and the City's consultant, R.V. Anderson Associates Limited have reviewed the submitted bids and are satisfied that Wyndale Paving Co. Ltd. which has successfully completed similar works for the City, is deemed qualified to undertake this project. Therefore, it is appropriate to award this contract to the low bidder, Wyndale Paving Co. Ltd.

Relationship to Vaughan Vision 2007

This project is consistent with Vaughan Vision 2007 in that the proposed works provide effective and efficient delivery of services (1.3).

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 8, CW Report No. 26 – Page 3

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

**Regional Implications**

Not Applicable.

**Conclusion**

Staff recommend that this contract be awarded to Wyndale Paving Co. Ltd. In the amount of \$348,800.40, plus G.S.T.

**Attachments**

1. Location Map

**Report prepared by:**

John C. Zanchettin, C.E.T., Senior Engineering Assistant, ext. 3113  
Tom Ungar, P. Eng., Manager, Design Services, ext. 3110

JZ:mc

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



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 9, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

9

**PROPERTY STANDARDS ISSUES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and the Senior Manager, Enforcement Services, dated May 14, 2007:

**Recommendation**

The Commissioner of Legal and Administrative Services and the Senior Manager, Enforcement Services recommends:

That Council direct staff to cause the necessary work to be carried out to remediate all property Standards matters on the property of 269 Arnold Avenue as per Section 2.4 of By-law 409-99.

**Economic Impact**

The estimated cost of the contractor to remediate the property is approximately \$20,000. The cost will be charged back to property as a priority lien.

**Communications Plan**

N/A

**Purpose**

This report is to provide information regarding a property with chronic property standard problems, and to seek authority to cause the necessary remediation work to be carried out and charged to the property taxes.

**Background - Analysis and Options**

Pursuant to Section 15 of Building Code Act, Section 2.4 of By-law 409-99 (Property Standards) provides authority for the municipality to carry out work to bring property into compliance with property standards at the cost of the property owner. Pursuant to the Bylaw, Council must provide direction to staff to cause the work to be done.

Due to the serious nature of the intervention, such direction is only sought in the most extreme of cases where other attempts to achieve compliance have proven unsuccessful, typically, where several convictions and escalating fines have not achieved compliance.

**269 Arnold Avenue**

Enforcement Services have received 25 complaints resulting in 89 inspections dating back to 1996. These calls range from long grass, to basement apartment, to synagogue, to fire damage. There have been 6 bylaw charges laid resulting in 5 convictions by Enforcement Services. Building Standards and the Vaughan Fire and Rescue Service have also been involved in investigating problems under their purview. There is a recent conviction with sentencing set for May 7, 2007.

An inspection of each property on March 30, 2007 showed the property in worsening condition despite a recent conviction in court.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 9, CW Report No. 26 – Page 2

The outstanding issues at 269 Arnold Avenue include:

- burned out shell of a garage that is beyond repair
- scattered paper/plastic waste throughout the lot
- the ditch/watercourse is littered with garbage/debris, not being maintained
- scattered patio chairs and table at rear of lot
- pieces of fallen/broken tree branches/limbs thereof (interior side yard – west side, front and rear yards), roof shingles, and fallen trees (dead and decaying – interior side yard, west side and part of rear yard)
- food products at the side of the home, west side

Other municipalities that use this process have indicated that it is only used once every few years.

**Relationship to Vaughan Vision 2007**

This report is in keeping with the Vaughan Vision in that it speaks to providing effective and efficient delivery of services.

**Regional Implications**

N/A

**Conclusion**

Due to the lack of compliance and lack of response to escalated enforcement activity, and the unsightly state of repair, it is appropriate that Council direct staff to have remediation work carried out to bring 269 Arnold Avenue into compliance with the Property Standards Bylaw

**Attachments**

Photos of each property taken March 30, 2007.

**Report prepared by:**

Tony Thompson  
Senior Manager, Enforcement Services

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 10, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

10

**FENCE HEIGHT EXEMPTIONS**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services, dated May 14, 2007, be approved; and
- 2) That the Legal and Planning Departments engage in discussion to review opportunities to address the issue of legal nonconforming fences and provide a report to a future Committee of the Whole meeting.

**Recommendation**

The Commissioner of Legal and Administrative Services in conjunction with the Senior Manager, Enforcement Services recommends:

1. That the criteria and process set out in the report to deal with fence height exemption requests be approved; and,
2. That By-law 80-90 be amended to allow for the delegation of authority outlined in the report.

**Economic Impact**

Not applicable.

**Communications Plan**

An information sheet will be developed for the public and staff, and information will also be placed on the Enforcement Services Website.

**Purpose**

This report is to establish general criteria and processes for the consideration of fence height exemptions.

**Background - Analysis and Options**

Council, at its meeting of September 25, 2006 (Report 43, Item 43), directed staff to prepare guidelines to assist in the consideration of fence height exemption requests.

Currently, Enforcement Services staff investigate fence height violations that come to their attention primarily by way of complaint, or through pool permit inspections. Homeowners in violation of the height requirement contained in the City of Vaughan Fence By-law 80-90, receive a notice of violation that requires that they comply with the provisions of the By-law, or seek a fence height exemption from Council.

The Fence By-law, generally, restricts fence heights to six feet in rear and side yards, and four feet in front yards. The By-law provides authority to Council to grant exemptions to the height restrictions.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 10, CW Report No. 26 – Page 2

In order to streamline the fence height exemption process, especially over the summer months when Council is on hiatus, staff are recommending that the authority to grant fence height exemptions be delegated to the Department Head of Enforcement Services under certain circumstances.

The Department Head of Enforcement Services will be able to grant exemptions to the height provisions of the Fence By-law in the following circumstances only.

1. In situations where the height of the rear or side yard fence does not exceed 7' from grade, or the front yard fence does not exceed 5' from grade, and the polled homeowners are in concurrence with the request. Polling will invite a response to staff by a specific date.
2. Where safety issues may arise in conjunction with a swimming pool due to a change in grade between a fence no higher than 6.0' when measured from grade, on the side of the fence where adjacent grade is higher would be supported.

In order to facilitate fence height requests the following process is proposed.

1. The homeowner will make application for a fence height exemption as in the current process.
2. Staff will conduct a neighbourhood review of existing fences. The homes in the immediate vicinity will be advised of the application and invited to submit comments.
3. Staff will review the application in light of the established criteria and grant the exemption. A letter will be sent to the applicant and the Mayor and Members of Council advising of the decision.
4. Any application that exceeds the established criteria, or anytime that a polled homeowner submits an objection, will be brought to Council for consideration.

This process should in most cases, reduce the timeframe for a fence height exemption application from months to a few weeks.

The following criteria should be considered by Council on applications for fence height exemptions:

1. Neighbourhood and comparables:
  - Height of adjacent fences;
  - The length of time the fence has been in place.
2. Site Plan requirements:
  - Specific fence type and height stipulated should a site plan for the subject property be in place;
3. Does the fence height relate to the safety of the property:
  - Is there a potential sight line issue if the fence height exemption is granted.
4. Other factors:

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

#### Item 10, CW Report No. 26 – Page 3

- What is the nature or history of fence height exemptions previously granted/refused in the area.

In order to facilitate the delegation of authority, Section 3.5 of By-law 80-90 should be amended to read:

- a) The Department Head of Enforcement Services may grant an exemption to the fence height requirements where an application for a fence height exemption is not disputed and the height of the rear or side yard fence does not exceed 7' from measured grade, or the height of the front yard fence does not exceed 5' from measured grade; or

In cases where safety may be compromised due to changes in grade between two properties, providing the fence does not exceed 7' in height when measured from the higher of the two properties.

- b) Council may, in all other circumstances, upon application by an owner of the land, enact a resolution to grant an exemption from the height restrictions set out in this Section.

The proposed limited delegation of authority for certain fence height exemptions is similar to other delegation of authority. Currently, the Department Head of Enforcement Services is delegated authority to:

1. Grant exemptions to the restraint provisions of the Aggressive Dog section of the Animal Control By-law 53-2002; and,
2. Grant exemptions to the provisions of the Noise Control By-law 96-2006.

In 2006, Council considered 8 applications for fence height exemptions, of which 6 met the proposed criteria for staff granting exemptions.

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

This report is in keeping with the Vaughan Vision in that it speaks to providing effective and efficient delivery of services.

#### **Regional Implications**

Not applicable.

#### **Conclusion**

The change in process regarding fence height exemptions will improve customer service and allow for a more efficient and streamlined process for the public.

#### **Attachments**

Not applicable.

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

Tony Thompson  
Senior Manager, Enforcement Services

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 11, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

11

**PROCLAMATION –  
SPINA BIFIDA AND HYDROCEPHALUS AWARENESS MONTH JUNE 2007**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated May 14, 2007:

**Recommendation**

The City Clerk recommends:

- 1) That June be proclaimed as “SPINA BIFIDA AND HYDROCEPHALUS AWARENESS MONTH”; and
- 2) That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

**Economic Impact**

Not applicable

**Communications Plan**

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.

**Purpose**

To respond to the request received from the Chair, Board of Directors of the Spina Bifida & Hydrocephalus Association of Ontario, dated April 12, 2007 (Attachment #1).

**Background - Analysis and Options**

A request has been received from the Chair, Board of Directors of the Spina Bifida & Hydrocephalus Association of Ontario to proclaim June as “Spina Bifida and Hydrocephalus Awareness Month” (Attachment #1).

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

The Spina Bifida & Hydrocephalus Association of Ontario wishes to build awareness and drive education, research, support, care and advocacy to help find a cure while continuing to improve the quality of life of all individuals with Spina Bifida and/or hydrocephalus.

**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.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 11, CW Report No. 26 – Page 2

**Regional Implications**

This proclamation will bring awareness of Spina Bifida and Hydrocephalus throughout the Region.

**Conclusion**

Staff is recommending the month of June 2007 be proclaimed as “Spina Bifida and Hydrocephalus Awareness Month” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Attachment #1 - Correspondence from the Chair, Board of Directors of the Spina Bifida & Hydrocephalus Association of Ontario, dated April 12, 2007

**Report prepared by:**

John D. Leach, City Clerk

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

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 12, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

12

**ZONING BY-LAW AMENDMENT FILE Z.98.021  
SITE DEVELOPMENT FILE DA.98.020  
791296 ONTARIO LIMITED  
REPORT #P.98.110**

(Referred from the Council meeting of April 2, 2007)

**The Committee of the Whole recommends:**

- 1) **Whereas the property was subject to an Official Plan Amendment and to a Zoning Amendment Application; and**

**Whereas a youth oriented fitness club to permit a karate club is appropriate;**

**That staff bring forward a by-law to permit a youth oriented fitness club at this location; and**

- 2) **That the following report of the Commissioner of Planning, dated March 26, 2007, be received.**

Council, at their meeting of April 2, 2007, adopted the following:

**That this matter be deferred to allow the proponents the opportunity to meet with staff.**

Report of the Commissioner of Planning dated March 26, 2007

**Recommendation**

The Commissioner of Planning recommends:

1. THAT applications to amend the Official Plan and Zoning By-law are required to permit a "Fitness Club" and/or a "Karate School" on the subject lands shown on Attachment #1.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The purpose of this report is to respond to the February 8, 2007 letter (Attachment #3) submitted by Mr. Dan Dalimonte, who appeared as a deputation at the Committee of the Whole meeting on February 19, 2007, concerning the uses permitted on the subject lands (Attachment #1) as set out in Zoning By-law 216-2006 (Zoning By-law Amendment File Z.98.021) as shown on Attachment #2, and in response to the following resolution by Council on February 26, 2007:

"That in keeping with the City's efforts to entrench physical fitness in the community and to ensure children's fitness programming, that Staff be directed to report on the necessary steps to reinstate the previously permitted fitness use."



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

Item 12, CW Report No. 26 – Page 2

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

In 1995, the subject lands, shown on Attachment #1, were zoned OS1 Open Space Conservation Zone by By-law 310-95 to permit a stormwater management facility for Draft Plan of Subdivision File 19T-94014 (Graybank Limited Partnership and Maytree (Vaughan) Limited). In May 1997, the Toronto and Region Conservation Authority (TRCA), and the City determined that the subject lands were no longer required for a stormwater management facility, since an alternative stormwater management arrangement was designed to the satisfaction of the TRCA and the City.

On March 2, 1998, the Owner (791296 Ontario Limited) of the subject lands submitted Zoning By-law Amendment and Site Development Applications (Files Z.98.021 and DA.98.020) to facilitate a 3,769.8 m<sup>2</sup>, 3-storey mixed-use building, with office uses on the first floor, 20 apartment units on the second floor and a third floor loft. A Public Hearing was held on May 19, 1998, to consider the Zoning Amendment application.

On September 20, 1999, a community information meeting was held between the Owner and area residents to discuss concerns associated with the proposed mixed-use office/commercial and residential development. The Owner subsequently amended the applications by eliminating the residential component of the proposal and proposed the following uses:

- business or professional office;
- day nursery;
- eating establishment; and,
- retail store.

A letter/petition dated September 29, 1999, from the Denton Circle, Prestonwood Court and Stonebriar Drive residents was received by the City. The residents expressed concerns related to increased traffic, access issues from Masters Avenue onto Keele Street, reduced privacy, and decreased property values. The residents' petition indicated that a low-rise commercial retail building would be preferable.

The Development Planning Department reviewed the modified proposal, and it was determined that exceptions to the minimum zoning standards were required to facilitate the revised proposal, including a reduction of 23 parking spaces from 92 to 69 parking spaces. The Owner had requested that an eating establishment be a permitted use. However, an eating establishment use generates a high demand for parking, which would be difficult to provide on the site, given the building size of 1953.8 m<sup>2</sup>, the 0.37 ha site area, and the parking deficiency already proposed. Accordingly, it was recommended that an eating establishment not be a permitted use. In recognition of the restricted site area, the day nursery, business and professional office and retail store uses were identified as permitted uses on the subject lands with specific gross floor area limits ultimately incorporated into the implementing by-law (By-law 216-2006).

On December 18, 2001, Council ratified the Committee of the Whole recommendation from December 3, 2001, to approve the Zoning By-law Amendment Application to rezone the subject lands from OS1 Open Space Conservation Zone to C8 Office Commercial Zone and to permit up to 600 m<sup>2</sup> of GFA for retail commercial uses, business or professional offices with up to 2 regulated health professionals, and a day nursery up to 700 m<sup>2</sup> of GFA, and approved the site plan. Following Council's approval, the Owner did not proceed to advance the zoning and site plan approvals for over two and one-half years.

On August 13, 2004, the Owner submitted a revised proposal to eliminate the day nursery use and replace it with a commercial school. In correspondence dated September 15, 2004, the Building Department advised that the proposal for a commercial school required 103 parking spaces instead of 69 parking spaces provided on the approved site plan and a minimum 15 m building setback from a Residential Zone. On January 11, 2005, the Owner revised the proposal back to the day nursery use and eliminated the commercial school use.

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007

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The subject lands are designated “Office Commercial” by OPA #350 (Maple Community Plan), as amended. The “Office Commercial” designation allows low-rise office buildings, with limited ground floor retail, in a scale and form that is complementary and compatible with adjacent low-rise residential development. A “Fitness Club” or “Karate School” would not be permitted in the “Office Commercial” designation.

On June 26, 2006 Council, enacted By-law 216-2006 (Attachment #2), to rezone the subject lands from OS1 Open Space Conservation Zone to C8 Office Commercial Zone to permit the uses as follows:

- commercial/retail uses up to 600 m<sup>2</sup> of GFA;
- and professional office uses including up to 2 regulated health professionals; and,
- day nursery up to 700 m<sup>2</sup> of GFA.

By-law 216-2006 does not permit “Fitness Club” and/or a “Karate School” uses. The “Fitness Club” and/or a “Karate School” uses were never uses requested by the Owner in the submission of the applications to amend the Zoning By-law and for Site Plan approval. Further, the “Fitness Club” and/or a “Karate School” uses were never considered by Council.

#### Additional Use(s)

In the February 8, 2007 letter (Attachment #3), submitted by Mr. Dan Dalimonte, he indicates that he wants a “Fitness Club” as a permitted use on the subject lands, and that he was unaware of the limitations of By-law 216-2006 on the subject lands. The Owner, who has been involved with the proposal since March 1998, has been aware of the uses permitted on the subject lands throughout the entire process. On February 15, 2007, Mr. Dan Dalimonte and his prospective tenant came to the Development Planning Department to advise that they wanted to establish a “Karate School” use on the subject lands. They were advised by the Development Planning Department that a “Fitness Club” use or “Karate School” use are currently not permitted and would require the submission of applications to amend the Official Plan and Zoning By-law, as the uses are not permitted. This interpretation of the zoning by-law was also confirmed by the Building Standards Department.

The Owner was issued an “Order to Comply” on July 5, 2006, “Stop Work Orders” on July 7, 2006 and November 29, 2006, and an “Order Not to Cover Construction” on February 13, 2007. On February 15, 2007, the Owner returned the signed copies of the Site Plan Agreement and the required securities and insurance documents to the Development Planning Department. The Site Plan Agreement was registered on February 22, 2007.

#### 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”.

#### Regional Implications

N/A

#### Conclusion

The Development Planning Department has reviewed the request to permit a “Fitness Club” and “Karate School” uses on the subject lands. The requested “Fitness Club” and/or “Karate School” uses as set out in the February 8, 2007 letter (Attachment #3) submitted by Mr. Dan Dalimonte, are not permitted uses and were never permitted uses for the subject lands shown on Attachment

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 12, CW Report No. 26 – Page 4

#1. The only permitted uses for the subject lands shown on Attachment #1 are commercial/retail uses up to 600 m<sup>2</sup> of GFA, business and professional office uses including up to 2 regulated health professionals, and a day nursery up to 700 m<sup>2</sup> of GFA in the C8 Office Commercial Zone by By-law 216-2006, which was enacted by Council on June 26, 2006 (Attachment #2). A stormwater management facility, which was zoned OS1 Open Space Conservation Zone by By-law 310-95 and enacted by Council on October 30, 1995, was the only use permitted on the subject lands shown on Attachment #1 prior to the enactment of By-law 216-2006 to rezone the subject lands to C8 Office Commercial Zone for the permitted uses discussed in Recommendation #3 of this Report.

The proposed uses do not conform to the Official Plan and are not permitted by By-law 1-88 as amended by By-law 216-2006. Accordingly, should the Owner wish to establish either of these uses on the subject lands, applications to amend the Official Plan and Zoning By-law are required. The proposed uses would be reviewed in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, and with respect to compatibility and appropriateness in the context of development on the subject lands and with the surrounding area.

**Attachments**

1. Location Map
2. Zoning By-law 216-2006
3. February 8, 2007 letter submitted by Mr. Dan Dalimonte

**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.)

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 13, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**13**

**OFFICIAL PLAN AMENDMENT FILE OP.06.014  
ZONING BY-LAW AMENDMENT FILE Z.06.036  
WILLIAM GROBANOPOULOS, ET AL.**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated May 14, 2007:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.014 (William Grobanopoulos, Et Al.) BE APPROVED, to amend OPA #350 (Maple Community Plan) to permit a business and professional office and a personal service shop as additional uses in the "Low Density Residential" designation within the existing building located on the subject lands as shown on Attachment #1, and that the implementing Official Plan Amendment include a policy requiring the Owner to provide appropriate buffering and/or screening of the parking area from the adjacent residential properties as part of the site plan process.
2. THAT Zoning By-law Amendment File Z.06.036 (William Grobanopoulos, Et Al.) BE APPROVED, to amend By-law 1-88 to permit a business and professional office and a personal service shop as additional uses and that the lands be zoned with the addition of the Holding Symbol "(H)" to the existing R1V Old Village Residential Zone on the subject lands shown on Attachment #1, and that the implementing zoning by-law include the following site-specific exceptions:
  - i) the Holding Symbol "H" shall be removed upon Council's approval of a site development application;
  - ii) restrict the business and professional office and personal service shop uses to the existing building only to a maximum combined GFA of 186m<sup>2</sup>; and,
  - iii) permit a minimum garage dimension of 2.9m x 6.0m.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachment #1:

1. An Official Plan Amendment Application (File OP.06.014) to amend OPA #350 (Maple Community Plan), to permit a business and professional office and personal service shop as additional uses in the "Low Density Residential" designation within the existing detached dwelling on the subject lands shown on Attachment #2; and,

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2. A Zoning By-law Amendment Application (File Z.06.036) to amend Zoning By-law 1-88, to permit a business and professional office and personal service shop uses within the existing detached dwelling as additional uses in the R1V Old Village Residential Zone, and the following exception to permit a minimum garage dimension of 2.9m x 6.0m, whereas the By-law requires 3.0m x 6.0m.

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

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, west of Keele Street, being Lot 5 on Registered Plan 4626 (2401 Major Mackenzie Drive), City of Vaughan.

The rectangular-shaped 0.153 ha site has 30.68m of frontage on the south side of Major Mackenzie Drive and a lot depth of 50 m. The subject lands contain an existing detached residential dwelling as shown on Attachment #2, which will be retained with the exception of a portion of the garage, which will be removed to facilitate a 6 metre wide driveway along the east property line.

The subject lands are designated “Low Density Residential” by OPA #350 (Maple Community Plan), and zoned R1V Old Village Residential Zone by By-law 1-88. The surrounding land uses are:

- North - Major Mackenzie Drive; vacant (C6 Highway Commercial Zone)
- South - existing residential (R1V Old Village Residential Zone)
- East - existing day care (R1V Old Village Residential Zone)
- West - existing residential (R1V Old Village Residential 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 Maple Landing Ratepayers Association, to consider the original proposal shown on Attachment #3. The original site plan provided for a circular driveway around the existing building to accommodate on-site circulation. The driveway had a minimum driveway width of 4m, whereas By-law 1-88 requires a minimum driveway width of 6m. Written comments were received from the immediate neighbour to the west (1 Gram Street), stating their objection to the proposal. The neighbour stated that they would rescind their objection if their property was included in the subject amendments. Also, they proposed that a visual buffer such as a privacy fence and a row of cedar trees of similar height to act as a noise buffer be provided along the common property line. As of April 12, 2007, no other written comments have been received.

The recommendation of the Committee of the Whole to receive the Public Hearing report of May 29, 2006 and to forward a comprehensive report to a future Committee meeting was ratified by Council on June 12, 2006.

On February 27, 2007, the Owner submitted a revised preliminary site plan proposal as shown on Attachment #2, which is the subject of this staff report. This current proposal minimizes paved areas, provides for two-way rather than one way vehicular movement, maximizes landscaped areas, and will allow for landscaped buffer areas to be provided adjacent to the west and south property lines abutting the adjacent residential lots, all of which will be reviewed at the site plan stage.

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Official Plan

a) City of Vaughan

The subject lands are designated “Low Density Residential” by OPA #350 (Maple Community Plan). The Official Plan permits single detached and semi-detached housing units and other building forms which do not exceed the permitted density, institutional uses and open space. The proposed business and professional office and personal service shop uses are not permitted within the “Low Density Residential” designation, and therefore, an Official Plan Amendment is required.

b) Region of York

The subject lands are designated “Urban Area” by the Region of York’s Official Plan, which would permit urban-type uses in conformity with the Regional Plan.

The Owner submitted a request from exemption for Regional approval for the amendment to the Official Plan. In a letter dated May 24, 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. However, the Region has reserved the right to provide further comments at the site plan stage on matters including, but not limited to, vehicular and pedestrian access.

Zoning

The subject lands are zoned R1V Old Village Residential Zone by By-law 1-88, which does not permit the proposed business and professional office and personal service shop uses on the subject lands. In addition, a zoning exception is required to permit a garage having a dimension of 2.9m x 6.0m, whereas By-law 1-88 requires a minimum garage size of 3.0m x 6.0m. The exception is necessitated with the proposal to remove a portion of the existing garage, to facilitate a 6m driveway aisle along the east property line.

Site Plan

The subject lands are developed with an existing one-storey detached dwelling with an attached garage as shown on Attachment #2. The existing dwelling would remain on the site and be converted for use as a business and professional office and personal service shop. In order to accommodate these uses, the Owner is proposing to construct a 10 car outdoor parking area located at the rear of the property, as well as, retaining one parking space in the modified garage. Parking for the proposed uses is calculated as follows:

	<u>By-law 1-88 Requirement</u>	<u>Proposed</u>
Professional Office 101.5m <sup>2</sup> @ 3.5 spaces/100m <sup>2</sup>	4	4
Personal Service Shop 84.5m <sup>2</sup> @ 6 spaces/100m <sup>2</sup>	6	6
Handicapped Parking for the Physically Challenged	1	1
Total	11	11

The parking area will be accessed from a 7.5m wide driveway access on Keele Street, and a proposed 6m wide driveway aisle located between the existing garage and the east property line, as shown on the preliminary site plan on Attachment #2. In order to accommodate the 6m wide

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driveway, a portion of the existing garage will be demolished. Some of the existing landscaping between the garage and the east property line will also be removed in order to accommodate the proposed driveway. However, a 1m wide landscaped strip will be maintained along the east property line. A pedestrian walkway connecting the sidewalk on Major Mackenzie Drive to the front door of the existing dwelling is proposed. Alterations to the existing front yard condition are required in order to accommodate a widened driveway between the existing dwelling and Major Mackenzie Drive as shown on Attachment #2.

Other changes to the existing site conditions will be considered for the subject lands at the site development stage, including the provision of additional landscaping on the property. In addition, the site development application will be reviewed by the Maple Streetscape Community Advisory Committee.

#### City Engineering Department

The Engineering Department has reviewed the proposed site plan (Attachment #2) prepared by Evans Planning, with respect to access, vehicular on-site circulation and parking, and has advised the Development Planning Department that they are satisfied with the plan.

#### Planning Considerations

The Development Planning Department has reviewed the applications to amend the Official Plan and Zoning By-law to permit a business and professional office and personal service shop uses within the existing building located on the subject lands. By-law 1-88 defines these uses as follows:

“Business and Professional Office – Means the use of a building or part of a building in which one or more persons are employed in the administration, direction or management of a business, agency, brokerage or organization, or by professionally qualified persons and their support staff, and shall include but not be limited to an office of a regulated health professional, lawyer, dentist, architect, engineer, stock broker, accountant, real estate or insurance agency, veterinarian or a similar professional person’s office but shall not include a veterinary clinic.”

“Personal Service Shop - Means a building or part of a building in which persons are employed in furnishing services and otherwise administering to the individual and personal needs of persons, and includes a barber’s shop, hair dressing establishment, a shoe shine shop and other similar services, but does not include a body rub parlour.”

The City Engineering Department is satisfied with the 6m wide (two-way) driveway leading to the parking area located at the rear of the property, which is sufficient to accommodate two-way traffic, in accordance with the minimum driveway width standards in By-law 1-88.

The subject lands are located within a land use context comprised of an existing day care facility with its parking lot abutting the subject lands to the immediate east, single detached dwellings to the south and west, and Major Mackenzie Drive and a vacant site (closed service station) to the immediate north. The Development Planning Department is satisfied that there will be no impacts resulting from the proposal respecting the lands to the east, given the location of the parking area on those lands, which abut the mutual property line. The proposed parking area in the rear yard is separated from the residential uses to the south and west by approximately 4.7m and 7.9m, respectively. This is a sufficient setback to minimize impacts from the parking area on the adjacent land uses and to accommodate mitigation measures as may be required including landscape screening and buffering, which will be considered in detail at the site plan approval stage. A clause will be included in the implementing official plan amendment, if the subject application is approved, requiring that appropriate buffering/screening be reviewed and implemented at the site plan stage.

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The proposed business and professional office and personal service shop uses are appropriate given the changing nature of land uses in the vicinity of the subject lands, particularly along Major Mackenzie Drive. The lands to the immediate east are developed with a commercial use (day care) and the lands to the north include a retail plaza and a vacant commercial site, which until recently was used as a service station. The lands on the north side of Major Mackenzie Drive, directly opposite the subject lands are also designated “Maple Commercial Core Area” by OPA #350 (Maple Community Plan), which permits commercial and business and professional office uses. Other commercial uses exist along Major Mackenzie Drive, east towards Keele Street, and to the west towards Jane Street.

In addition, the intensity of the proposed business and professional office or personal service shop uses on the subject lands should be minimal given that they will be restricted to 186 m<sup>2</sup>, being the size of the existing dwelling. A clause in this respect will be included in the implementing zoning by-law, if the application is approved.

The Owner has requested that the subject lands be zoned with the addition of the Holding Symbol “(H)” rather than withholding an implementing zoning by-law until a Site Development Application is approved by Council. The implementing by-law will restrict the additional uses to the existing building. The only new development contemplated on the site is the parking area in the rear yard. Accordingly, given that there is no major redevelopment occurring on the site, the Development Planning Department is satisfied that the Owner’s request to rezone the lands with the Holding Symbol “(H)” is acceptable. The condition for removal of the Holding Symbol “(H)” will be Council’s approval of a Site Development Application for the subject lands. In view of the above, the Development Planning Department can support the applications to amend the Official Plan and Zoning By-law.

#### **Regional Implications**

The Region of York will be providing further detailed comments at the future site plan stage, including but not limited to, vehicular and pedestrian access.

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

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

#### **Conclusion**

The Development Planning Department has reviewed the applications to amend OPA #350 (Maple Community Plan) and Zoning By-law 1-88 to permit a business and professional office and personal service shop uses on the subject land, in the context of the applicable Official Plan policies, By-law 1-88 standards, site constraints, and the existing and planned land uses in the surrounding neighbourhood. The proposed land uses can be accommodated on the subject lands in a manner that is acceptable with the surrounding land uses. The intensity and scale of the proposed uses is considered acceptable and will be restricted to the size of the existing dwelling. Accordingly, the Development Planning Department recommends that the applications to amend the Official Plan and Zoning By-law be approved, and that the subject lands be zoned with the addition of the Holding Symbol “(H)” to the current R1V Old Village Residential Zone, and that the removal of the Holding Symbol “(H)” be subject to Council’s approval of a future Site Plan Development Application for the subject lands.

#### **Attachments**

1. Location Map
2. Site Plan
3. Original Site Plan (Public Hearing - May 29, 2006)



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**Report prepared by:**

Joseph Yun, Planner I, ext. 8216

Mauro Peverini, Senior Planner, ext. 8407

Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 14, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**14** **SITE DEVELOPMENT FILE DA.06.057**  
**SOBEY'S CAPITAL INCORPORATED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 14, 2007, 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 the warehouse, distribution and office facility and the guardhouse structure for Site Development File DA.06.057 (Sobey's Capital Incorporated) as shown as Attachments #3a and #3b, respectively, BE APPROVED.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

For the Committee of the Whole to consider the building elevations for the Site Development Application (File DA.06.057) on the subject lands shown on Attachment #1, to facilitate the development of a warehouse and distribution facility with accessory office on the 36.2 ha site as shown on Attachment #2. The building will consist of a 43,876 m<sup>2</sup> warehouse and distribution component, a 1,358.8 m<sup>2</sup> service area, a 1,836.0 m<sup>2</sup> administration office, and a 381.4 m<sup>2</sup> receiving office, to be occupied by Sobey's Capital Incorporated.

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located on the east side Huntington Road, south of Langstaff Road, municipally known as 8265 Huntington Road, in Part of Lot 9, Concession 9, City of Vaughan.

The lands subject to the proposed development are designated "Prestige Area" and "Employment Area General", by OPA #450 (Employment Area) and zoned EM2 General Employment Area Zone by By-law 1-88, subject to Exception 9(1254). The proposed use of the site conforms to the Official Plan and complies with the Zoning By-law, however, variances to implement the development will be required as follows:

<u>By-law Requirement</u>	<u>Proposed Variance</u>
(i) loading spaces cannot be located between a building and a street	loading spaces to be located between a building and a street

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|---|---|
| (ii) the maximum aisle or driveway entrance width that serves the movement of trucks is 13.5m | the maximum aisle or driveway entrance width that serves the movement of trucks is 18.75m   |
| (iii) a minimum of 475 parking spaces are required  | 270 parking spaces to be provided. Required parking will be for the temporary parking of motor vehicles to facilitate the private vehicles of those working at the location and does not include truck storage or loading spaces. |

The Development Planning Department is generally satisfied with the proposed variances, and will continue to work with the Owner to address these variances, prior to any formal variance application being submitted to the Committee of Adjustment.

Building Elevations

a) Warehouse, Distribution and Office Facility

The building will be constructed to a height of 21.8m, as shown on Attachment #3a. The rooftop mechanical equipment will be screened from street view. The building materials will consist of white insulated metal panels along the top portion and a combination of vertical white ribbed precast concrete panels and horizontal white smooth precast concrete panels. Reflective blue green glass spans around the building and vertical glass panels are spaced evenly apart to break up the large massing of the building. There will be various entry points (man-doors) into the warehouse and distribution areas. The south façade will have overhead doors and 32 white coloured shipping and receiving docks and the north façade will have 1 overhead door and 41 white coloured shipping and receiving docks. The shipping and receiving doors all have 2 blue green thermo glass panels along the top.

The office component will be located in the northeast corner of the building. The Owner has indicated to Development Planning Staff that the location of the office is for safety reasons so that there is no interference between employer and the movement of the large trucks. The office will be constructed to a height of 5.45m and consist of white flat concrete panels and reflective blue green glass. Green corporate signage is proposed for the southeast and northwest corners of the building.

b) Guardhouse

The guardhouse shown on Attachment #3b is located on the north end of the property, near Huntington Road, and will be 5.9m in height and consist of similar material to the main building having a combination of white ribbed concrete panels and blue green thermo spandrel glass. The roof will be metal siding in the corporate green colour to match the colour of the signage.

Landscaping

The proposed landscaping for the site is shown on Attachment #4. The Development Planning Department is generally satisfied with the proposed landscaping, and will continue to work with the Owner and the TRCA (within the open space valley system) to ensure the site has appropriate landscaping and screening.

**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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**Regional Implications**

N/A

**Conclusion**

The Development Planning Department is satisfied with the proposed elevations for the warehouse, distribution centre and office facility, and the guardhouse.

**Attachments**

1. Location Map
2. Overall Site Plan
- 3a. Exterior Elevations – Warehouse, Distribution and Office Facility
- 3b. Guardhouse Elevations
4. Landscape Plan

**Report prepared by:**

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

/CM

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 15, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

15

**SITE DEVELOPMENT FILE DA.05.019  
THE CONGREGATION OF THE PASSIONIST SISTERS  
OF ST. PAOLO DELLA CROCE**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 14, 2007, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.05.019 (The Congregation of the Passionist Sisters of St. Paolo Della Croce) 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 and stormwater management report, noise 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; and,
    - iv) all hydro requirements shall be fulfilled to the satisfaction of Power Stream Inc.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1 to permit the development of a day nursery with a nun's residence as shown on Attachment #2. The proposed 2-storey building will have a total gross floor area of 1,584 m<sup>2</sup>, and will be served by 27 parking spaces.

**Background - Analysis and Options**

The vacant 0.36 ha site is located on the west side of Islington Avenue, south of Sonoma Boulevard, being part of Blocks 385 and 386 on Registered Plan 65M-3274, as well as, part of Blocks 129 and 157 on Registered Plan 65M-3413, City of Vaughan.

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The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 and zoned RV3 Residential Urban Village Zone Three by By-Law 1-88, subject to Exception 9(988). The surrounding land uses are:

- North - commercial plaza (RV3 Residential Urban Village Zone Three)
- East - Islington Avenue; Kortright Centre for Conservation (A Agricultural Zone)
- South - residential (RV4 Residential Urban Village Zone Four)
- West - Clarence Street; residential (RVM1(A) Residential Urban Village Multiple Zone One)

#### Official Plan

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600, which permits the proposed day nursery and residential uses. The proposed development conforms to the Official Plan.

#### Zoning

The subject lands are zoned RV3 Residential Urban Village Zone Three by By-law 1-88, subject to Exception 9(988), which permits the proposed day nursery and nun's residence on the subject lands, provided the combined gross floor area of these uses does not exceed 1,900 m<sup>2</sup>. The proposed building is 1,584 m<sup>2</sup> and would be permitted by the By-law. The proposed development complies with the Zoning By-law.

#### Site Design

The proposed site plan provided on Attachment #2, includes a 1,584 m<sup>2</sup>, two-storey building to be used for a day nursery on the ground floor and a nun's residence on the second floor. The development proposes one full movement access from Clarence Street, and 27 parking spaces (including 2 spaces in the garage) located between the proposed building and Clarence Street. An outdoor play area associated with the daycare use is proposed in the easterly yard, and will be screened by a solid wood acoustic fence. A unit paver walkway surrounds the perimeter of the building and connects to the public sidewalk on Clarence Street.

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

#### Elevations

The proposed building will be constructed with a variety of materials incorporating a primarily stucco exterior with brick veneer, double glazed windows, arriscraft stone and stained glass windows.

The main entrance to the building is located on the west elevation facing Clarence Street. This elevation is predominantly finished with beige coloured stucco with the southerly one-third of the elevation being comprised of dark brown coloured brick veneer and stained glass windows. The elevation includes a pre-finished aluminum double glazed door and double glazed windows, as well as, a garage located on the north end of the building. A band of architectural stone is located along the bottom of the elevation.

The east elevation faces Islington Avenue and is finished entirely with stucco of two earthtone colours, interspersed with double glazed windows and a stained glass feature, as well as, a pre-finished aluminum double glazed door. A band of architectural stone is located along the bottom of the elevation.

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The north elevation faces the commercial use and is finished with stucco of two different colours, double glazed windows and a band of architectural stone at the base of the elevation.

The south elevation faces the rear of the residential lots that front onto Ronan Crescent. Approximately one-third of the south elevation is constructed of brick veneer and includes 6 columns of stained glass, with the balance of the elevation comprised of stucco and double glazed windows. All rooftop mechanical equipment will be screened. The Development Planning Department is satisfied with the proposed elevations.

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

Landscaping

The landscape plan, as shown on Attachment #3, proposes a variety of deciduous and coniferous trees and shrubbery surrounding the periphery of the site. The play area is enclosed by a row of Maple trees, and a 2.4m high acoustic barrier fence along Islington Avenue that reduces down to 1.8 m along the southerly boundary, adjacent to the existing residential lots. The fence is required to incorporate Bradstone pillar at either corner where acoustic fencing is provided along Islington Avenue to tie in with existing pillars along the community edge in this area.

A total of 14 trees comprised of Lindens and Maples are proposed along the southern property line that abuts the existing residential lots. All parking islands are sodded and treed. Pedestrian walkways, constructed of concrete unit pavers, provide a connection between Clarence Street and the building. The Development Planning Department is satisfied with the proposed landscape plan.

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

Parking

By-law 1-88 requires that the minimum parking requirements for the proposed day nursery/nun's residence be calculated as follows:

Day Nursery @ 1.5 spaces/per employee (14):	21 spaces
<u>Nun's Residence:</u>	<u>3 spaces</u>
Total Parking Required:	24 spaces
Total Parking Provided:	27 spaces

A surplus of 3 parking spaces is proposed, thereby meeting the minimum parking requirements of the Zoning By-law.

Services

The final site servicing and grading plan, storm water management report, and noise report must be approved to the satisfaction of the Vaughan Engineering Department.

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

Snow removal and garbage pick-up shall be by way of private services.

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Parkland Dedication

The Vaughan Real Estate Division advises that the parkland dedication requirement under the Planning Act has been satisfied, and that no further cash-in-lieu payment is required through the subject 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".

**Regional Implications**

The Owner is required to satisfy all requirements of the Region prior to the registration of the site plan agreement.

**Conclusion**

The Development Planning Department has reviewed Site Development File DA.05.019 (The Congregation of the Passionist Sisters of St. Paolo Della Croce) in accordance with the policies of the Official Plan, the requirements of the Zoning By-law, and in the context of the surrounding land uses, and has no objections to the approval of the application. The proposed development of a two-storey building to be used as a day nursery and a nun's residence is appropriate and compatible with the surrounding land uses, subject to the conditions of approval in this report. On this basis, the Development Planning Department recommends approval of the Site Development Application.

**Attachments**

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

**Report prepared by:**

Clement Messere, Planner, ext. 8791  
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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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 16, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

16

**SITE DEVELOPMENT FILE DA.06.040  
FIUGGI HOLDING CORPORATION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 14, 2007, 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 the indoor soccer facility for Site Development File DA.06.040 (Fiuggi Holding Corporation) as shown on Attachment #3, BE APPROVED.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

For the Committee of the Whole to consider the building elevations for the Site Development Application (File DA.06.040) on the subject lands shown on Attachment #1, to facilitate the development of an indoor soccer facility on the 2.026 ha site as shown on Attachment #2. The 7799m<sup>2</sup> building will consist of 6 indoor soccer fields.

**Background - Analysis and Options**

The subject lands shown on Attachment #1 are located between Highway #400 and Cityview Boulevard on the south side of Teston Road, Block 69, Plan 65M-3903, City of Vaughan.

The subject lands are designated "High Performance Employment" by OPA #600, and zoned EM1 Prestige Employment Area by By-law 1-88, subject to Exception 9(1222). The proposed use of the site conforms to the Official Plan and complies with the Zoning By-law.

**Building Elevations**

The one-storey, rectangular building is proposed to a maximum height of 11.96m, including a parapet as shown on Attachment #3. The building materials will consist of precast concrete panels, Kalwall (a translucent fenestration panel system) modular aluminum plates and vision glass. The base of the building is constructed of aggregate pre-cast in a brown-tone colour, to a height of 4m, with translucent panels that wrap around all elevations of the building above. The top of the building is banded by a sand coloured aluminum plate.

Three entrances to the building are located on the west elevation facing to Cityview Boulevard. The centre entrance is framed by a salmon coloured concrete panel and surrounded by blue

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reflective glass. This elevation also includes sand coloured smooth finished concrete panels that project slightly from the building, providing contrast to the aggregate precast. These panels also include glass doors, and square windows. The east elevation faces Highway #400 and includes 5 soccer-themed artwork images. Smooth concrete panels frame these images, and soften the large massing of the building at this location. Additional entrances are located at the northwest and southwest corners of the building that are framed by elevated pre-finished metal canopy structures that provide height and additional massing at these locations. These entrances also include translucent panels. The rooftop mechanical equipment will be screened from the surrounding street perspectives including Cityview Boulevard, Teston Road, Highway 400 and Balda Court.

#### Landscaping

The proposed landscaping and entry feature details for the site are shown on Attachments #4 and #5, respectively. The Development Planning Department is generally satisfied with the proposed landscaping, and will continue to work with the Owner to ensure the site has appropriate landscaping.

#### Relationship to Vaughan Vision 2007

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

#### Regional Implications

N/A

#### Conclusion

The Development Planning Department is satisfied with the proposed elevations for the indoor soccer facility.

#### Attachments

1. Location Map
2. Site Plan
3. Elevations
4. Landscape Plan
5. Landscape Details

#### Report prepared by:

Carmela Marrelli, Planner, ext. 8791  
Mauro Peverini, 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 17, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**17            TRAFFIC STUDY: AL PALLADINI COMMUNITY CENTRE, PIERRE BERTON RESOURCE LIBRARY, AND EMILY CARR SECONDARY SCHOOL**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 14, 2007:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1.        That the Region of York be requested to conduct a study of the operation of the intersection signalization at Rutherford Road and Islington Avenue to identify measures to eliminate traffic infiltration in the southeast quadrant of the intersection, namely through the parking lots of Al Palladini Community Centre, Pierre Berton Resource Library, and Emily Carr Secondary School.
2.        That appropriate corrective measures be implemented by the Region as soon as practicable.
3.        That City of Vaughan, Vaughan Public Library, York Region, and York Region District School Board staff identify additional traffic control measures that may alleviate the infiltration through these facilities.

**Economic Impact**

None

**Communications Plan**

Staff will inform the respective institutions of the study by letter, and request that this information be communicated to patrons/staff/students of the three facilities by posting his letter in a high-traffic area on the premises of each.

**Purpose**

To respond to direction given by Council at its meeting of May 7, 2007 regarding traffic infiltration through the properties of these public facilities.

**Background - Analysis and Options**

At its meeting of May 7, 2007, Council adopted the following:

**“That the report submitted by Councillors Carella and Di Vona titled, Traffic Study: Al Palladini Community Centre, Pierre Berton Resource Library, And Emily Carr Secondary School, dated April 30, 2007, be received and referred to staff for a report to the Committee of the Whole meeting of May 14, 2007.”**

Users of the Al Palladini Community Centre, the Pierre Berton Resource Library and Emily Carr Secondary School have noted traffic infiltrating through these properties. It is reported that motorists traveling west on Rutherford Road, intending to turn left at Islington Avenue have been cutting through the parking lots of these public facilities to avoid delay at the traffic signal.

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Apparently the frequency of such infiltration has increased of late and motorists are reported to be traveling at excessive speed through the parking lots. A study of the intersection signal operation may identify improvements that would increase the intersection traffic handling capacity. Alternatively, the traffic study may reveal strategies for addressing the issue by way of modifications to the way traffic is allowed to flow between these three facilities and abutting streets.

Since the roads and the traffic signal are under the jurisdiction of the Region of York, the Region should be requested to undertake this review.

**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.

**Regional Implications**

Regional staff time would be required to undertake the necessary intersection operational review. Any cost to implement remedial measures would be determined following completion of the review.

**Conclusion**

In order to address the concerns, it is appropriate that the recommendation be adopted.

**Attachments**

1. Location Map

**Report Prepared By:**

Bill Robinson, P. Eng., Commissioner of Engineering and Public Works

(A copy of the attachments referred to in the 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 18, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

18

REQUEST FOR STAFF ATTENDANCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated May 14, 2007:

Recommendation

Councillor Shefman respectfully requests that Parks and By-law staff attend a community meeting being held on June 5, 2007 at 7:00 p.m. at Garnet A. Williams Community Centre to receive resident input regarding the feasibility of future upgrades and enhanced safety measures for Heatherton Park and Breakey Parkette Park located in Ward 5.

Economic Impact

N/A

Communication Plan

N/A

Background – Analysis and Options

The above-mentioned meeting will allow local residents to discuss any concerns with staff in the company of the local Councillor.

Purpose

To obtain further input from local residents on the current and future status of the above mentioned local community park.

Relationship to Vaughan Vision

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

Regional Implications

none

Conclusion

It is appropriate for staff to be aware of the views of local residents in respect to neighbourhood issues.

Attachments

none

Report prepared by:

Debi Traub, Council Executive Assistant

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Item 19, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

19

**ZONING BY-LAW AMENDMENT FILE Z.06.061  
SITE DEVELOPMENT FILE DA.07.016  
ANDRIDGE HOMES LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 14, 2007, be approved; and
- 2) That the coloured elevation drawings submitted by the applicant, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.061 (Andridge Homes Five Limited) BE APPROVED, to remove the Holding Symbol "(H)" from the subject lands shown on Attachment #1, currently zoned C4(H) Neighbourhood Commercial Zone with the Holding Zone "(H)", to facilitate a commercial development comprised of a two-storey office building, a gas bar with a convenience store, car wash and gas pump canopy, and a bank building.
2. THAT Site Development File DA.07.016 (Andridge Homes Ltd.) BE APPROVED, to permit the construction of a two-storey office building, a gas bar with a convenience store, car wash and gas pump canopy, and a one-storey bank building as shown on Attachment #2, subject to the following conditions:
  - a) that prior to the execution of the site plan agreement:
    - i) the final site plan, building elevations, landscaping and pylon signage plans shall be approved by the Development Planning Department;
    - ii) the final site grading and servicing plans, stormwater management report, noise report, access, parking, on-site vehicular circulation, and directional signage package, shall be approved by the Engineering Department;
    - iii) the Holding Symbol "(H)" shall be removed from the subject lands;
    - iv) all requirements of the Toronto Region and Conservation Authority shall be satisfied;
    - v) the Block 12 Control Architect shall review the final site plan and building elevations for consistency with the approved Architectural and Urban Design Guidelines for the Block 12 Community;
    - vi) all requirements of the Region of York Transportation and Works Department shall be satisfied;
    - vii) all hydro requirements of PowerStream Inc. shall be satisfied; and

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- viii) the Owner shall file an Application for Minor Variance to the Committee of Adjustment to facilitate the variances required to implement the final approved site plan, and the said application shall be approved and the decision of the Committee shall be final and binding;
- b) that the site plan agreement contain the following provision:
  - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted the following:

1. A Zoning By-law Amendment Application (File Z.06.061) to remove the Holding Symbol "(H)" from the subject lands zoned C4(H) Neighbourhood Commercial Zone as shown on Attachment #1, to facilitate the development of a two-storey office building, a car wash, gas bar with convenience store and gas pump canopy, and a bank building.
2. A Site Development Application (File DA.07.016) on the subject lands shown on Attachment #1, to permit the development of two-storey office building, a car wash, gas bar with convenience store and gas pump canopy (Shell), and a one-storey bank (Scotiabank) building, with the following site statistics:

Site Area:	9 815.74 m <sup>2</sup>
Building Area:	1 247.3 m <sup>2</sup>
Lot Coverage:	12.71%
Total Gross Floor Area:	1 710.1 m <sup>2</sup>
Landscaped Area:	2 631.05 m <sup>2</sup> (26.8%)
Paved Area:	5 937.34 m <sup>2</sup> (60.5%)
Parking:	77 including (6 underground and 4 handicapped spaces)

**Background - Analysis and Options**

The 0.98 ha subject lands shown on Attachment #1 are located on the southwest corner of Bathurst Street and Teston Road, in Part of Lot 25, Concession 2, City of Vaughan. The corner lot is currently vacant and has a lot frontage of 41.5 m and 128.7 m on Bathurst Street and Teston Road, respectively. The site also has road frontage on Torah Gate. The surrounding land uses are:

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- North - Teston Road; existing residential (RR Rural Residential Zone)
- South - vacant land, proposed high density residential (RA3(H) Apartment Residential Zone with the Holding Symbol '(H)')
- East - Bathurst Street; existing service station (Town of Richmond Hill)
- West - Torah Gate; vacant land (RS1 Residential Semi-detached Zone)

Official Plan

The subject lands are designated “Neighbourhood Commercial Centre” by OPA #600 (Carrville - Urban Village 2), as amended by OPA #638, which permits a business and professional office, gas/bar service station, and financial institution uses on the subject lands. The proposed use and development of the site conforms to the Official Plan.

Zoning

The subject lands are zoned C4(H) Neighbourhood Commercial Zone with the Holding Symbol “(H)” by By-law 1-88, and subject to Exception 9(1261).

Two variances to the minimum standards of By-law 1-88 are required to facilitate the proposed site plan shown on Attachment #2, as follows:

Standard	By-law 1-88 Requirement	Proposal
Minimum Landscape Strip Width Abutting a Street	6 m	3 m at the northwest corner of the site
Maximum Eave Projection (Car Wash)	0.5 m	0.7 m

The variance to the minimum landscape strip width requirement is supportable given the enhanced landscape treatment/entry feature proposed at the intersection of Torah Gate and Teston Road, as shown on Attachment #3. The southerly eaves projection of 0.7 m on the car wash building is minor and will not impact on the surrounding uses, given the 3 m setback between the building and the south property line, which also includes a 2.4 m high wood fence, and therefore can be supported.

In addition, a variance is required to permit an “office building” in a C4 Neighbourhood Commercial Zone. By-law 1-88 defines an office building as having more than one storey used for business or professional office purposes. The C4 Zone permits “business and professional office” uses on the subject lands, but not in the form of a two-storey “office building” as defined by By-law 1-88. The business and professional office use is permitted as-of-right on the subject lands, and accordingly, the Development Planning Department can support this use in the format of a two-storey office building. A two storey building would be compatible with the balance of the uses on the site and would not have an impact on the surrounding land uses.

The Owner has made an application to the Committee of Adjustment (File #A197/07) to seek approval of these variances. Prior to the execution of the site plan agreement, the Committee of Adjustment must approve the application and its’ decision shall be final and binding. A condition of approval is included in this respect.

The subject lands are zoned with the Holding Symbol “(H)” to ensure that the lands would not develop without site plan approval. Upon site plan approval, the Holding Symbol “(H)” can be removed from the subject lands. The Owner has made an application to remove the Holding Symbol “(H)” from the subject lands, and should the Site Development Application be approved by Council, the implementing zoning by-law to remove the Holding Symbol “(H)” from the lands will be forwarded to Council for enactment.



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Site Plan

The proposed site plan, as shown on Attachment #2, consists of a bank (Scotiabank) and a two-storey office building, located in the westerly portion of the property, and a car wash and gas bar with convenience store and a gas pump canopy located in the easterly portion of the property.

The pertinent site statistics are as follows:

Total Site Area:	9,815.69 m <sup>2</sup>
Proposed Gross Floor Area:	
Building 'A' (Scotiabank)	470.86 m <sup>2</sup>
Building 'B' (2-storey Office Building)	920.63 m <sup>2</sup>
Building 'C' (Gas Bar/Convenience Store)	186.77 m <sup>2</sup>
Building 'D' (Car Wash)	<u>131.84 m<sup>2</sup></u>
Total Gross Floor Area	1,710.1 m <sup>2</sup>

The site is designed with the buildings located to the interior of the lot, separated by driveways and parking spaces and landscaping. The car wash and gas bar are located on the easterly portion of the site and separated by a 2 m wide landscape strip from the office building and bank building on the balance of the site. All garbage areas will be enclosed and form part of the building. The site plan shows a drive-through for Building 'A' (bank) and a car stacking lane for Building 'D' (car wash).

The site will contain a total of 77 parking spaces including 71 surface spaces. The proposed business/professional building includes a ramp to an underground parking area consisting of 6 spaces.

Three access points are proposed to the site (one each from Bathurst Street, Teston Road and Torah Gate. The east and north driveway, to Bathurst and Teston respectively, are subject to approval from the Region of York.

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

Elevations

Building 'A' (Scotiabank) as shown on Attachment #4 has a height of 6 m and will be finished with a natural stone base, yellow brick, red modular panels and glazing as the primary building materials. The window treatment includes glazing at the pedestrian level with a horizontal band of spandrel above on all elevations. The red modular panels are used to identify the company signage and logos. The main sign panel extends approximately 4.5 m above the main roof height of the building. The drive-through facility is located on the west side of Building 'A', and will be constructed with aluminum cladding supported by a yellow brick pillar. The main entrance to the bank is on the east elevation.

The elevation for Building 'B' (office building) will be finished with a sundance matt colour brick veneer as shown on Attachment #5. The main north elevation includes the front door entrance encased in thermally broken glass windows in anodized aluminum frames. A combination of clear and spandrel glass is used extensively on all elevations. The mechanical/elevator penthouse is to be constructed with prefinished metal.

Building 'C' (convenience store) and 'D' (car wash) are to be finished in similar materials, both with tan/brown brick veneer facings, glazing, and the roofs are to be shingled with grey asphalt shingles. The gas pump canopy (Attachment #8) incorporates the company logo (Shell) on the north and east elevations and is constructed in a manner typical of most gas stations.

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The Control Architect for Block 12 must review the final site plan and elevation drawings for consistency with the approved Architectural and Urban Design Guidelines for the Block 12 Community, prior to the execution of the site plan agreement. A condition of approval is included in this report. The Development Planning Department is generally satisfied with the proposed building elevations.

Signage

The Owner has proposed an illuminated 7.08 m high monolithic sign for the gas bar (Shell), as shown on Attachment #9. Two signs are proposed; one each to be located on Bathurst Street, south of the main driveway, and the other on Teston Road, east of the main driveway as shown on Attachment #2.

Access and Parking

The site plan shows a total of 77 parking spaces including 6 spaces to be located in an underground garage for the office building. There are also 4 handicapped parking spaces on the site. By-law 1-88 requires that parking for the proposed development be calculated as follows:

<b>Building</b>	<b>Required Parking</b>	<b>Proposed Parking</b>
'A' (Bank Building-Scotiabank) @ 6 spaces/100 m <sup>2</sup>	29	29
'B' (2-storey Office Building) @ 3.5 spaces/100 m <sup>2</sup>	33	34 (including 6 underground spaces)
'C' (Convenience Store – Gas Bar) @ 6 spaces/100 m <sup>2</sup>	12	12
'D' (Car Wash)*@ 1 space/vacuum island	2	2
<b>TOTAL</b>	<b>76</b>	<b>77</b>

\* 10 car storage spaces leading up to the entrance of the car wash has been provided, as required by By-law 1-88.

The proposed site plan exceeds the minimum parking requirements of By-law 1-88 with a surplus of 1 space.

Landscaping

The proposed landscape plan is shown on Attachment #3 and identifies landscape treatments along Bathurst Street, Teston Road and Torah Gate, which includes trees, shrubs and decorative metal fencing and pillars, with dense vegetation located at the north-east and north-west corners of the site. Large deciduous trees are located within the 2 m wide landscape strip separating the gas bar from the office building and bank to act as visual buffer between the two uses. A combination of shrubs and trees together with pavers will form a pedestrian entry feature at the corner of Teston Road and Torah Gate. A landscape buffer strip including a 2.4m high wood acoustic fence is located along the entire length of the south property line between the proposed development and the proposed high density residential uses on the lands to the immediate south.

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

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#### Servicing

The final site grading and servicing plans, stormwater management report, access, parking, on-site vehicular circulation, and directional signage package must be approved to the satisfaction of the City's Engineering Department, prior to the execution of the site plan agreement. In addition, conditions of site plan approval from the Region of York Transportation and Works Department will be included in the site plan agreement, which they will be a signing party.

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

Waste disposal services and snow removal will be administered by private contractors.

#### Parkland Dedication

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

#### 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".

#### Regional Implications

The applicant will be required to satisfy all conditions as provided by the Region of York Transportation and Works Department regarding site access, servicing and storm water management issues. The Region's site plan conditions will be included in the site plan agreement, which they will also be a signing party.

#### Conclusion

The Development Planning Department has reviewed Site Development File DA.07.016 in accordance with the policies of the Official Plan, the requirements of By-law 1-88, and the surrounding land use context. The application will facilitate the development of the subject lands with a two-storey business and professional office, a bank, and a gas bar with a convenience store and car wash. The proposed development conforms to the Official Plan and is considered to be appropriate for the subject lands and compatible with the surrounding land uses. The Development Planning Department can support the proposed development, subject to the conditions of approval in this report, and the variances required to implement the proposed development being approved by the Committee of Adjustment and their decision being final and binding.

In addition, the Development Planning Department can support approval of the Zoning By-law Amendment Application to remove the Holding Symbol "(H)" from the subject lands, which are currently zoned C4(H) Neighbourhood Commercial Zone, should Council approve the Site Development Application.

#### Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building A (Proposed Bank)
5. Elevations – Building B (Office Building)

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6. Elevations – Building C (Service Station Kiosk – Convenience Store)
7. Elevations – Building D (Car Wash)
8. Elevations – Gas Pump Canopy
9. Elevations – Monolithic Sign Details

**Report prepared by:**

Joseph Yun, Planner, ext. 8216  
Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 20, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**20**

**SITE DEVELOPMENT FILE DA.06.031  
ROYBRIDGE HOLDINGS LIMITED**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated May 14, 2007, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.06.031 (Roybridge Holdings Limited) BE APPROVED, to permit a hotel, restaurant, financial institution and multi-unit commercial building, as shown on Attachment #2, subject to the following conditions:
  - a) that prior to the registration of the site plan agreement:
    - i) the final site plan, building elevations, and landscape plan shall be approved by the Development Planning Department;
    - ii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation shall be approved by the Engineering Department and the Region of York Transportation and Works Department;
    - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
    - iv) the required variances and consent (easement) to implement the final site plan shall be approved by the Committee of Adjustment to address the access off site, number of loading spaces, and rear yard setback, and such variances and consent shall be final and binding; and,
    - v) the Owner shall provide legal documentation to the Development Planning Department and Building Standards Department through the registration of reference plans that part of Block 45 as shown on Attachment #2 will merge with the whole of Block 46, creating one developable lot.
  - b) that the site plan agreement contain the following provisions:
    - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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- ii) a clause requiring the Owner to acquire and/or grant from or to (as the case may be) the northeasterly land owner, 1366950 Ontario Limited, all necessary cross-easements for the purposes of a mutual driveway connection upon future development of the subject lands.

#### **Economic Impact**

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

#### **Communications Plan**

N/A

#### **Purpose**

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit a hotel, restaurant, financial institution and multi-unit service commercial building (Buildings "B", "C", "E" and "F", respectively) as shown on Attachment #2, with the opportunity for future development on the site. The Owner is proposing a conceptual footprint for an additional restaurant and office building (Buildings "D" and "A", respectively). Any subsequent phases to the original development will be subject to an amendment to the Site Plan Agreement.

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

The 3.56 ha, vacant site as shown on Attachment #1 is located at the northwest corner of Regional Roads 7 and 27, being part of Block 45 and Block 46 on Registered Plan 65M-3627, municipally known as 6100 Regional Road 7, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned C7 Service Commercial Zone and EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1137). The surrounding land uses are:

- North - vacant (EM1 Prestige Employment Area Zone)
- South - Regional Road 7; office and employment uses under construction (C8 Office Commercial Zone)
- East - Regional Road 27; employment uses (EM1 Prestige Employment Area Zone)
- West - Vaughan Valley Boulevard; gas bar (C7 Service Commercial Zone)

#### **Official Plan**

The subject lands are designated "Prestige Area" under OPA #450 (Employment Area Plan), which permits a wide range of industrial, business and civic uses. The "Service Node" policies also apply, and will permit uses that provide for the day-to-day convenience and service needs of businesses, industries and their employees. The proposed development conforms to the Official Plan.

#### **Zoning**

The subject lands are zoned C7 Service Commercial Zone and EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1137). The proposed site development generally complies with the Zoning By-law, however, minor variances are required to address the following exceptions:

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	<u>By-law Requirement</u>	<u>Proposed Variance</u>
(i)	access to be provided and maintained on the lot on which the development is erected	shared access with the northeasterly lands owned by 1366950 Ontario Limited as shown on Attachment #2
(ii)	a minimum of 8 loading spaces	4 loading spaces to be provided
(iii)	a loading space cannot be located between a building and a street	loading space for Building "B" (hotel) is located between a building and a street
(iv)	a minimum rear yard setback of 22.0m	a minimum rear yard setback to the hotel canopy of 17.1m

The Development Planning Department has no objections to the proposed variances, which will allow for the appropriate development of the site. The above-noted variances must be approved by the Committee of Adjustment and shall be final and binding prior to the registration of the implementing site plan agreement. A Consent Application to facilitate a cross-easement for the potential driveway connection with the northeasterly lands owned by 1366950 Ontario Limited, as shown on Attachment #2, will also be required to be obtained from the Committee of Adjustment; a condition will be included in the site plan agreement, similar to that included in the agreement between 13966950 Ontario Limited and the City of Vaughan as indicated in the 'Recommendation' section of this report.

The Owner has included a portion of Block 45 on Plan 65M-3267 (other lands owned by Applicant) as shown on Attachment #2, to be part of the developable area including all of Part 46. Accordingly, the Owner will need to register a reference plan and provide the legal documentation to the Development Planning Department and Building Standards Department, prior to the registration of the site plan, to merge both blocks to create one developable lot.

Site Design

The site plan (Attachment #2) shows the 5-storey hotel (Holiday Inn Express) in the southeast corner of the site, the restaurant (Swiss Chalet) in the middle of the site, the bank (Royal Bank) in the southwest corner, and the multi-unit service commercial building in the northwest corner. The site is served by one ingress and two egress points onto Vaughan Valley Boulevard to serve all the buildings. A future access is also being shown along Regional Road 7, which will require York Region's approval at a future date. The applicant has advised that they are working with the Region to achieve this access. The site plan also recognizes the opportunity for a connection with the abutting property to the northeast (1366950 Ontario Limited). There is appropriate vehicular circulation and parking throughout the site to service all of the Phase I buildings. A 9.0m wide landscape buffer will be provided along all street frontages.

The applicant is proposing a future 5-storey office building (Building "A") and a future restaurant (Building "D") that will be subject to review and Council's approval through a future amending Site Plan Application.

Parking

The minimum required parking for the site in accordance with By-law 1-88 standards is calculated as follows:

Hotel:	1 space for each bedroom (124 units)	= 124 spaces
	Plus 10% spaces for employees	= 13 spaces
Restaurant (incl Phase I Bldg "C" and Restaurant in Bldg "F"):	977.75 m <sup>2</sup> @ 16 spaces/100 m <sup>2</sup> GFA	= 157 spaces

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Bank: 516.0 m<sup>2</sup> @ 6 spaces/100 m<sup>2</sup> GFA = 31 spaces

Multi-unit (Bldg "F"):  
622.9 m<sup>2</sup> @ 6 spaces/100 m<sup>2</sup> GFA = 38 spaces

Total parking required: 363 spaces  
Total parking provided: 460 spaces

The site will be developed with a surplus of 97 parking spaces. The Owner intends to use these surplus spaces to accommodate future development on the site.

Services

The final site servicing and grading plan and stormwater management report must be approved to the satisfaction of the City Engineering Department and the Region of York Transportation and Works Department.

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

Garbage and recycling will be picked up privately, and stored internal to all buildings. Snow plowing and snow removal will also be undertaken privately.

Region of York

The Transportation and Works Department (Roads Branch) has reviewed the subject application, and has no objections to the development concept, in principal, provided the Owner addresses the comments provided in their letter dated April 16, 2007. Work on or abutting the Region of York's right-of-way must not proceed without final approval from the Region.

Landscaping

The proposed landscape plan as shown on Attachment #3 shows a variety of deciduous and coniferous trees and shrubs. A 9.0 m wide landscaped buffer will be provided along the road frontages. Landscaped islands are provided within the parking areas and a walkway is provided throughout the site for safe pedestrian movement. The final landscape plan, detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

Cash-in-lieu of Parkland Dedication

That the site plan agreement contain the following provisions:

- i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act. The Owner shall submit an appraisal prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Elevations

The Development Planning Department has no objections to the approval of the following building elevations:



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(a) Building 'B' – Hotel

The proposed 5-storey hotel (Holiday Inn Express) as shown on Attachment #4a will have a roof height ranging between 15.4m to 16.0m, and increasing to 18.49m in the middle to incorporate corporate signage.

The building material of all facades is consistent with a combination of light grey stone and a strip of precast along the bottom, and dark and light beige stucco for the upper floors. The main entrance faces the southeast corner and consists of double glass doors with pillars and an overhead canopy. The canopy includes dark beige stucco pillars and a green metal roof, which will be connected to the main entrance-way for visitor pick-up and drop-off. Two (2) entry doors are located along the north elevation for convenient access for those visitors parking in the north lot. Prefinished aluminum framed windows with a louvre and grill to match are evenly spaced along the north and south facades and vertically provided in the middle of the east and west facades. Blue corporate signage will be centrally located on the top area of the north and south facades, and on the upper portion of the west elevation, to ensure exposure to travelers from all directions. Development Planning Staff will work with the applicant to provide additional corporate signage on the east elevation facing Regional Road 27. Roof-top mechanical equipment will be screened from street view.

(b) Building 'C' – Restaurant

The proposed restaurant (Swiss Chalet) will be built to a height of 6.12 m. The building material as shown on Attachment #4b will consist of a light grey stone base and tan coloured stucco. The upper portion of the building and the area surrounding the main entrance and drive-thru will include an eggshell cream coloured stucco with a sandblast finish. The main entrance is on the south facade facing Regional Road 7. Double glazed aluminum framed windows span along the south and east elevations. Corporate signage in a red colour is located above the main entrance of the south façade, on the north façade, and above the drive-thru on the west façade. Wall mounted lighting will be located on each façade. There will be metal screening on the roof-top to ensure the mechanical equipment is screened from street view. An overhead door is located on the east elevation for access into the internal garbage room.

(c) Building 'E' – Financial Institution

The proposed bank (Royal Bank) as shown on Attachment #4c will be constructed to a height of 6.55m, which increases to 7.16m in the vicinity of the signage. The building is located in the southwest corner of the site. The building materials will consist of light beige stucco along the lower portion of the building and dark beige stucco along the top. A dark blue horizontal stucco band will span around the building to match the blue material around the signage. The company logo in blue, white and yellow is located on the north and south facades with a smaller version being located on the west and east (drive-thru) facades. Spandrel glazed windows are located in various areas around the building. The double glass main entry doors are located on the north façade. A blue canopy structure will be located over a portion of the drive-thru. All roof-top mechanical equipment will be screened from street view.

(d) Building 'F' – Multi-Unit Service Commercial Building

The multi-unit building as shown on Attachment #4d will be constructed to a height of 7.2m. The elevations will consist of light beige stucco along the top portion and double glazed vision glass windows on the lower portion. Column-like features separate the units and consist of light brown brick veneer on the lower half and dark beige stucco on the upper half. A dark beige aluminum canopy spans along the south elevation and wraps around the west and east sides. A light grey stone band is located along the base of the building to help tie this building with the

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other buildings on site. Each unit will have its own main entry door located on the south façade and entry-like man-doors on the north façade. Signage boxes are located above each unit. Decorative light fixtures will be evenly placed on each facade. Roof-top mechanical equipment will be screened from street view. A part of the building in the northeast corner extends outwards to accommodate the internal garbage room, with the drive-in door located on the east elevation.

#### **Highway 7 Land Use Futures Study**

The Highway 7 Land Use Futures Study undertaken by the City's Policy Planning Department is nearing completion. The study results recommended a new vision for future development across the Highway 7 corridor, together with planning goals and policy framework to guide and facilitate achievement of the vision in the long term. The study and the associated draft amendments to the various official plans were presented at a Public Hearing on December 5, 2005 and recommended approval by the Committee of the Whole on April 30, 2007, with ratification and adoption of the decision and amendment to have proceeded on May 7, 2007. This would be followed up by the Region of York's approval of OPA #660.

One of the proposed amendments (OPA #660) is intended to amend OPA #450, which currently applies to the subject lands. The lands will be re-designated from "Prestige Area" to "Prestige Area – Centres and Avenue 7 Corridor". One of the purposes behind the re-designation is to provide for high density development that can take advantage of and support the planned transitway on Avenue 7. City Staff have been working with the applicant since the full site plan submission was received in February 2007, with the uses and site plan layout being finalized prior the approval of OPA #660.

OPA #660 states that the "City of Vaughan may consider interim forms of development (development that does not achieve minimum density objectives) for approval if it is demonstrated, to the City's satisfaction, that the proposed development:

- a) is supported by a phasing plan that clearly identifies how future, higher intensity development and the provision of parking can be accommodated on the site at a later date;
- b) otherwise achieves all of the other applicable policies of this Plan, including the transportation and urban design objectives as articulated in this Plan; and,
- c) is consistent with any City-adopted Urban Design Guidelines".

Any future development on the site will need to be evaluated against the above policy framework, once OPA #660 is adopted by Vaughan Council and approved by the Region of York.

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

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

#### **Regional Implications**

N/A

#### **Conclusion**

The Development Planning Department has reviewed Site Development Application DA.06.031 (Roybridge Holdings Limited) in accordance with the applicable policies of OPA #450 (Employment Area Plan) and finds that the proposal conforms to the policies of the Official Plan. The Development Planning Department has also reviewed the proposal in accordance with the

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Zoning By-law, and finds that the proposed uses are considered to be appropriate for the subject lands. The proposed consent and variances as noted in this report are acceptable, and will require approval by the Committee of Adjustment.

In light of the above, the Development Planning Department can support the approval of the Site Development Application for the subject lands, shown on Attachment #2, subject to the conditions contained in this report.

**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
- 4a. Elevations - Building 'B' (Holiday Inn Express Hotel)
- 4b. Elevations - Building 'C' (Swiss Chalet Restaurant)
- 4c. Elevations - Building 'E' (Royal Bank)
- 4d. Elevations - Building 'F' (Multi-Tenant Commercial)

**Report prepared by:**

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

/CM

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

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Item 21, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**21      RESOLUTION RESPECTING THE ROUTE FOR THE EXTENSION OF HIGHWAY 427**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Councillor Carella, dated May 14, 2007, be approved; and
- 2) That the appropriate bodies including MTO be requested to:
  1. Correct the “Analysis Area” map to indicate that the entire area within the Community Plan Boundary for the Kleinburg Nashville Secondary Plan is within the Province’s Settlement Area Boundary as defined by the Provincial Greenbelt Plan;
  2. Correct the terminology and lines for the “Urban Area” to be consistent with the Province’s Settlement Area Boundary;
  3. Change the “Existing/Future Conditions – Social Environment/Land Use” drawing to show the lands within the Settlement Area “(Kleinburg Nashville Community Plan)” to be considered as future residential growth area and not vacant;
  4. Change the “Proposed Area Growth and Development” population and employment forecasts to correspond with the York Region 2031 forecasts that were presented to the Region’s Planning Committee on April 19, 2007;
  5. Change the “Population and Employment Within the Highway 427 Extension Corridor” to reflect the City’s intent to see primarily residential use of the lands within OPA 601 and not employment uses east of Huntington as shown by the MTO documents;
  6. Add to the “427 Route Alternatives” an option that more closely follows the hydro line and would cross the northeast CPR corner of the intermodal property west of Huntington Road;
  7. Add to the criteria being used to evaluate the route options, consideration of the impact on the proposed residential use of lands east of Huntington for which there are Official Plan Amendment applications;
  8. Redefine the Study Area to more tightly follow the easterly limit of the route options and maintain a minimum buffer for the study area of 200m from the Nashville Cemetery;
  9. Redefine and reduce the area shown for the Major Mackenzie realignment; and
  10. Redefine the study area by moving it westerly adjacent to the Hydro corridor as much as possible for the entire distance from Highway 7 to the north terminus of the study area.

**Recommendation**

Councillor Tony Carella recommends that Council adopt the following resolution, and that the City Clerk be directed to forward the resolution, once adopted, to the Premier of Ontario, the Minister

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of the Environment, the Minister of Public Infrastructure Renewal, the Minister of Transportation, the Honourable Gregory Sorbara, MPP, the Regions of York and Peel, the City of Brampton, the Town of Caledon, and all affected landowners within the block bounded by Highways 50, 7, 27, and Langstaff Road:

***WHEREAS the extension of Highway 427 to the vicinity of the CP intermodal yard meets the intent expressed in the provincial planning document, Places to Grow, namely that intermodal yards be accessible by 400-series highways; and***

***WHEREAS the determination of the appropriate route for such an extension is to be made by way of an environmental assessment under the authority of the Minister of the Environment, which study is now under way; and***

***WHEREAS any extension of Highway 427 will be entirely within the Vaughan Enterprise Zone, being generally those employment lands within the City of Vaughan lying north of Highway 7 between Highways 27 and 50, up to and beyond the CP intermodal yard; and***

***WHEREAS the Vaughan Enterprise Zone, being accessible by Highways 427, 407, 50, 27, and 7, and in close proximity to Pearson International Airport is arguably the premier developable employment zone in the Greater Toronto Area; and***

***WHEREAS although preferred alignments within the study area have been identified, a single preferred route for the extension is not expected to be identified before the end of 2007; nor a final route until 2009, at the earliest; and***

***WHEREAS the determination of the route of an extended Highway 427 is critical to the timely availability of employment lands in the City of Vaughan; and***

***WHEREAS certain employment lands located in the block bounded by Highways 50, 7, and 27, and Langstaff Road (that is, the southernmost block within the environmental study area) remain within that portion of the block in which development is currently prohibited, while other lands within the same block not subject to such restrictions are being developed at an increasingly rapid pace; and***

***WHEREAS the environmental assessment process now under way cannot guarantee the availability of any additional employment lands in this area prior to 2009, the expected, though not assured date of the final determination of the entire route of the extension;***

**THEREFORE, be it resolved that the Council of the City of Vaughan requests that:**

***The area currently under environmental study be reduced, so that the southern boundary of the study area shall be Langstaff Road; and***

***The route of that portion of the proposed Highway 427 between Highway 7 and Langstaff Road be an extension of the current alignment of Highway 427 as it is immediately south of its present terminus at Highway 7; and/or, in the alternative,***

***The easterly and westerly boundaries of the study area in the block bounded by Highways 50, 7, 27 and Langstaff Road be reduced to the outer limits of the three identified alignments, with little or no additional buffering; and***

***The lands within the block bounded by Highways 50, 7, 27 and Langstaff Road that are currently subject to restrictions be released for appropriate development as provided under the Planning Act.***

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**Economic Impact:**

Nil

**Purpose:**

To ensure the timely availability of employment lands in the City of Vaughan

**Communication Plan:**

The resolution directs the Clerk to inform all interested parties.

**Background - Analysis and Options:**

The opportunity represented by the Vaughan Enterprise Zone, for increasing employment within the City of Vaughan, is being jeopardized by a long-delayed and overly-inclusive study of route options.

**Regional Implications:**

The Region of York has an interest in the development of employment opportunities within its jurisdiction.

**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:**

Time is of the essence if employment growth is to keep pace with population growth in Vaughan. Amending the area under environmental study is the most expeditious means of ensuring the availability of developable employment lands in a timely fashion.

**Attachments:**

None

**Report prepared by:**

Councillor Tony Carella

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Item 22, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

#### **22            VAUGHAN FIRE AND RESCUE SERVICE (VFRS) 2006 ANNUAL REPORT**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Fire Chief and the VFRS Senior Command, dated May 14, 2007:**

##### **Recommendation**

The Fire Chief and the VFRS Senior Command, in consultation with the City Manager, recommends that this report be received as information only.

##### **Economic Impact**

This report was produced with internal resources at an approximate cost of \$1300.00 and additional funds are not required.

##### **Communications Plan**

Through anticipated co-operation of SMT, this report will be available on the City web site, in all City reception areas, Vaughan Public Libraries, VFRS Fire Stations and will be distributed to all Ratepayer Groups as well as to some peer organizations.

##### **Purpose**

To provide a summary report of activities and highlights of Vaughan Fire & Rescue Service in 2006.

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

The 2006 Annual Report of Vaughan Fire and Rescue Service is the first annual report prepared by the department. The annual report is intended to provide a summary of the Department's activities as well as non-technical descriptions of the work of each division/program. An Operational Process Analysis conducted in 2005 by IER Consultants recommended that as part of an overall communication strategy, VFRS should develop a short annual report describing relative operations and highlights of the department.

As such this annual report will enhance communication between VFRS, Council, SMT and the citizens we serve.

##### **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. This report conforms to:

- Goal 6.1 Establish Effective Internal Communications.
- Goal 6.4.2 Create increased awareness of the City's leadership on key issues and celebrate our successes and achievements.
- Goal 6.5 Promotion of Corporate Publications.

##### **Regional Implications**

The VFRS 2006 Annual Report has no regional implications.

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**Conclusion**

The 2006 VFRS Annual Report documents achievements and highlights of the Vaughan Fire and Rescue Service in 2006. The Annual Report is an important part of a VFRS communication strategy as recommended by IER Consultants, and will provide Council, Senior Management and our citizens with an overview of the types and categories of service provided by VFRS in 2006.

**Attachments**

Vaughan Fire and Rescue Service 2006 Annual Report (For Members of Council – under separate copy)

Copies of the 2006 Annual Report are available through the Fire Chief's Office.

**Report prepared by:**

L. Bentley, Deputy Fire Chief  
G. R. Senay, Fire Chief

(A copy of the attachments referred to in the 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 23, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**23**

**CITY OF VAUGHAN SCHOOL PROFICIENCY AWARD**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of Councillor Yeung Racco, dated May 14, 2007, be approved;**
- 2) That Clerk's Department be responsible for administering the award; and**
- 3) That the Mayor along with the Ward Councillor be invited to present these awards.**

**Recommendation**

Councillor Sandra Yeung Racco recommends:

1. That the City of Vaughan continue with the School Proficiency award in 2007 and in future years, until otherwise decided;
2. That all secondary schools in the City of Vaughan be advised of the Award and of the City's continued participation of this award in future years; and
3. That the City budget for these awards in 2007 and in future budgets.

**Economic Impact**

There are currently 11 secondary schools in the City of Vaughan, and at \$100.00 per award, this would have an impact of \$1100.00 to the Council Corporate Budget. In 2006 eight awards were distributed for a total of \$800.

**Communications Plan**

The City of Vaughan will communicate with all secondary schools in the municipality to inform them of the award and the City's continued commitment to the award.

**Purpose**

To receive Council support and endorsement of the City of Vaughan School Proficiency Award.

**Background - Analysis and Options**

During the past term and even years prior to the last term, the City of Vaughan distributed a School Proficiency Award to all secondary schools in Vaughan. The award consisted of a \$100.00 scholarship cheque and a plaque to be distributed to a student of the school's choice that meets their proficiency criteria.

My office confirmed that in 2006 eight awards were distributed, and the monies were charged to the Council Corporate Budget. Schools have started to inquire into the Award and coordinating the presentation of the Award with their Commencement ceremonies in June. My office was informed by the Mayor's office that we are no longer continuing with this Award. Due to the fact that the schools are anticipating this award, and have started to plan for it, it would send out a negative statement to eliminate this award at this short notice. As well, the City of Vaughan should be proud to promote education and excellence in education through the promotion of this award.

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**Relationship to Vaughan Vision 2007**

A-2: Promote Community Safety, Health & Wellness

D-2: Develop Internal/External Collaborative Solutions

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

**Regional Implications**

N/A

**Conclusion**

Due to the benefit and popularity of this award, it would be a shame to discontinue it at such short notice, and we should continue to show our support for this award and for the secondary schools in the City of Vaughan.

**Attachments**

None

**Report prepared by:**

Sandra Yeung Racco  
Councillor, Ward 4



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**Communication Plan**

None at present.

**Purpose**

To achieve effective audit function and ongoing operational reviews of current issues and improvement in efficiencies and effectiveness of all City functions.

**Background - Analysis and Options**

The mandate of the Strategic Review Committee no longer includes operational review. As this is an important function it is appropriate to include operational review as part of the Audit Committee responsibilities.

There are many areas in which the Committee can play a role. These could include:

- 1) Performance Measurement;
- 2) Benchmarking; and
- 3) Process Improvement.

With consulting assistance as required, more specific standards can be developed in order to establish work volumes based on numbers and complexities relative to assigned resources and measured against a pre-determined standard. This would provide a more objective and effective management tool in assessing performance and resource requirements.

Existing reports such as the “Performance Measurement Results” (Oct. 2005) can be reviewed and used to form a starting point to take the overall city operation to the next level. The mandate should also include that the Committee conduct systematic reviews of all departments as well as explore all possible avenues in reducing costs (including the use of technology) and maximizing revenues.

The Committee should meet on a regular basis and report back to Council.

Essentially, a process should be established whereby the objective shall be: continuous improvement of operation and to achieve the Vaughan Vision goal of Service Excellence for our citizens.

**Relationship to Vaughan Vision 2007**

- |             |  |
|-------------|--|
| Section A-1 | Pursue Excellence in the Delivery of Core Services – Continuous improvement in the delivery of core services to external and internal stakeholders                                       |
| Section B-1 | Ensure Short & Long-Term Financial Stability – Ensure the financial security and stability of the City, through the development and application of sound financial plans and strategies. |
| Section D-1 | Enhance Productivity & Cost Effectiveness – Develop and implement innovative solutions that increase productivity or reduce operating costs.   |
| Section D-2 | Develop Internal & External Collaborative Solutions – Develop internal and external “people connections” to solve problems and improve service delivery.                                 |

The above are consistent with this recommendation.

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**Regional Implication**

None

**Conclusion**

The recommendation is in keeping with the goals established in the Vaughan Vision, and will provide a venue for Council to be well informed and assist in the decision making process.

**Attachments**

Attachment 1 - Present Audit Committee structure

Attachment 2 - Sample Audit Committee Charter (CICA)

Attachment 3 - June 2005, Audit Plan and internal Auditor Charter

**Report Prepared By**

Regional Councillor Gino Rosati

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

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Item 25, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**25            APPOINTMENT TO THE REGION OF YORK'S ROAD WATCH COMMITTEE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Safe City Committee, dated May 14, 2007:

**Recommendation**

The Safe City Committee recommends:

That Mr. Frank Civichino be appointed as the Safe City Committee's representative to York Region's Road Watch Committee.

**Economic Impact**

N/A

**Communications Plan**

N/A

**Purpose**

To advise Council of the Safe City Committee's recommendation regarding a representative to York Region's Road Watch Committee.

**Background - Analysis and Options**

At the Safe City Committee meeting that was held on April 12, 2007 the committee recommended that Mr. Frank Civichino be the Safe City Committee's representative to York Region's Road Watch Committee.

Mr. Civichino, a former member of the Safe City Committee, has volunteered to attend the York Region Road Watch meetings that are held in Newmarket.

**Relationship to Vaughan Vision 2007**

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

**Regional Implications**

N/A

**Conclusion**

The Safe City Committee recommends that Mr. Frank Civichino be appointed as the Safe City Committee's representative to York Region's Road Watch Committee.

**Attachments**

None

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Item 26, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

26

**PROHIBITION ON THE USE OF PLASTIC SHOPPING BAGS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated May 14, 2007:

**Recommendation**

Councillor Tony Carella recommends that The Greening Vaughan Advisory Committee be directed to bring forward a policy prohibiting the use of plastic shopping bags by merchants within the City of Vaughan, such policy to take effect no later than June 30, 2008.

**Economic Impact**

Nil

**Purpose**

To promote the City of Vaughan's "green agenda" by eliminating the use of a ubiquitous, and decidedly environmentally-*un*friendly shopping aid.

**Communication Plan**

The prohibition will be communicated via media release, notice on the City Page of local newspapers, and at the City of Vaughan website.

**Background – Analysis and Options**

Scientists agree that the plastic shopping bag is one of the most durable of those modern artifacts that eventually wind up in landfill sites. Their ubiquity compounds this phenomenon: some six million bags are used every day in Ontario. While some are *re*-used, they are not biodegradable, nor compostable, and cannot be recycled, meaning that even those reused several times will eventually be buried, where their estimated life is measured in hundreds of years.

With this in mind, a small number of municipalities across North America have banned plastic shopping bags, to be replaced by recyclable paper bags or tote bags. Given that the former requires an expenditure of energy in their production, and that their reuse is quite limited, reusable tote bags made of recycled plastic appear to be the most environmentally-friendly alternative---ones that are already on offer from some merchants in the City of Vaughan, at a cost ranging up two dollars.

A policy formally banning the supplying (either gratis or for a fee) of standard plastic bags by merchants and their resulting use by shoppers will advance the City's "green agenda", positioning Vaughan, once again, as a leader in terms of environmentally friendly practices.

**Regional Implications**

As the Region of York is responsible for the disposal of garbage, any reduction in the quantity of plastic bags that end up as garbage can only be a benefit to the Region.

**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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**Attachments**

None

**Report prepared by:**

Councillor Tony Carella



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Item 27, Report No. 26, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 22, 2007, as follows:

***By approving that a report regarding this matter be provided as soon as possible.***

**27**

**YONGE STREET STUDY OPA 669**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Shefman, dated May 14, 2007:**

**Recommendation**

Councillor Shefman recommends:

That in light of the action taken by the Region of York to exclude a critical section of the area addressed in the Yonge/Thornhill Study and subsequent OPA 669, roughly from just north of Arnold Avenue to 7616 Yonge Street from the requirements of the OPA.:

And that in light of the primary responsibility of the City of Vaughan for its planning decisions based upon an extensive study and public consultation.

- a) That the Mayor and Regional Councillors, who sit on York Region Council, take immediate action to make Vaughan Council's position that it is inappropriate and with good reason for the Region to have taken such arbitrary action against the interest of the City and of its residents:
- b) And that this Council write to the Region of York requesting that it is immediately withdraw it's exclusion
- c) And that York Region immediately withdraw their exclusion and approve the OPA as presented.

**Economic Impact**

None

**Communication Plan**

Not applicable

**Background – Analysis and Options**

That the Council of the City of Vaughan, after extensive study and broad public consultation approved OPA 669, to ensure that there would be an orderly approach to the planning of Yonge Street from Arnold Avenue to Centre Street;

And that it is has now come to our attention that one of the key sites within that plan has been "red circled" or excluded from the OPA by the Region of York, without appropriate consultation with the City of Vaughan and contrary to the intent of the planning process;

And that this action is without merit and has a serious negative impact on the entire OPA.

**Purpose**

To reverse the action taken by the Region of York excluding a critical area included within the OPA 669

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

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**Relationship to Vaughan Vision**

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

**Regional Implications**

The decision to exclude the above noted area from the OPA 6669 is inappropriate and contrary to the planning process conducted by the City of Vaughan. The Region of York needs to immediately withdraw its exception to the OPA 669.

**Conclusion**

The Mayor and Regional Councillors need to act immediately to reverse the decision made by the Region

**Attachments**

none

**Report prepared by:**

Debi Traub, Council Executive Assistant

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 28, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

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**28                      DEPUTATION – MS. MARY-FRANCES TURNER WITH RESPECT TO  
                                 VIVA RAPID TRANSIT UPDATE ON VIVA PHASE 2**

The Committee of the Whole recommends that the deputation of Ms. Mary-Frances Turner, Vice-President, and Mr. David Clark, Chief Architect, Structure and Development, York Rapid Transit Corporation, 1 West Pearce Street, Sixth Floor, Richmond Hill, L4B 3K3, be received, and that staff be directed to work with York Rapid Transit staff to ensure that the requested comments and necessary information is provided.

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 29, Report No. 26, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 22, 2007, as follows:

***By approving that services-in-kind be provided to Mr. Mario Del Rio for the Maple Italian Festival, at no cost to a maximum of \$776;***

***By directing that staff review the policy with respect to this issue and provide a report; and***

***By receiving the memorandum from the Commissioner of Community Services, dated May 17, 2007.***

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**29 DEPUTATION – MR. MARIO DEL RIO WITH RESPECT TO THE  
MAPLE ITALIAN FESTIVAL**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Mario Del Rio, President, Maple Italian Festival, 233 Marlott Road, Maple, L6A 1H1, and written submission dated April 23, 2007, be received and referred to staff for a report addressing the request for services-in-kind and identifying opportunities to provide support for this event; and
- 2) That any proceeds derived from the Maple Italian Community Festival be contributed to the City of Vaughan Health Care Foundation.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 30, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

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**30                            DEPUTATION – MR. ANDRÉ FLYS WITH RESPECT TO  
                                  OAK RIDGES MORAINÉ LAND TRUST YEAR END UPDATE AND BOARD PROFILE**

The Committee of the Whole recommends that the deputation of Mr. André Flys, President, and Mr. Don J. Prince, Executive Director, Oakridges Moraine Land Trust, The Gate House, 13990 Dufferin Street North, King City, L7B 1B3, written submission dated February 27, 2007, and information material, be received and referred to staff.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 31, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

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**31                            DEPUTATION – MR. ROGER DICKINSON WITH RESPECT TO  
   LIGHTING LEVELS AND MUNICIPAL ELECTION SIGNS**

**The Committee of the Whole recommends:**

- 1)        That the deputation of Mr. Roger Dickinson, 133 Donhill Crescent, Kleinburg, L0J 1C0, and written submission dated May 14, 2007, with respect to lighting levels, be received; and**
- 2)        That the deputation of Mr. Roger Dickinson, 133 Donhill Crescent, Kleinburg, L0J 1C0, and written submission dated May 14, 2007, with respect to municipal election signs, be received.**

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 32, Report No. 26, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 22, 2007, as follows:

***By approving the following:***

***That Council resolves that the period of time within which Council should consider the application and decide whether it should be granted or rejected, be extended to a date after the last supplementary filing date, in accordance with the candidate's extension for filing and in accordance with the Act;***

***By receiving the confidential memorandum from the Director of Legal Services, dated May, 17, 2007;***

***By receiving the memorandum from the Director of Legal Services, dated May 17, 2007;***

***By receiving the Supplementary Affidavit of Quintino Mastroguiseppe, dated May 18, 2007; and***

***By receiving the Supplementary Affidavit of Gino Ruffolo, dated May 18, 2007.***

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32

**DEPUTATION – MR. ERIC K. GILLESPIE, LL.B. WITH RESPECT TO  
MATTERS ARISING UNDER THE MUNICIPAL ELECTIONS ACT**

The Committee of the Whole recommends that the deputation of Mr. Eric K. Gillespie, LL.B., Cunningham & Gillespie LLP, 10 King Street East, Suite 600, Toronto, M5C 1C3, and document titled "Affidavit of Quintino Mastroguiseppe (Sworn May 14, 2007)", be received and referred to staff for a report to the Council meeting of May 22, 2007.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 33, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

**33**

**PRESENTATION – VAUGHAN PANTHERS BASKETBALL TEAM  
WITH RESPECT TO WINNING THE ONTARIO PROVINCIAL CHAMPIONSHIPS**

The City of Vaughan and the Vaughan Basketball Association presented Coaches Lionel Howell, Christian Chopite and Anthony Knight and Manager Michelle Howell and the Vaughan Panthers Basketball Team with a plaque in recognition of winning the gold medal in Division 2 – Major Atom of the Ontario Provincial Championships.



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 22, 2007**

Item 34, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 22, 2007.

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**34            CEREMONIAL PRESENTATION – YOUTH FRIENDLY COMMUNITY AWARD**

The Province of Ontario's Youth Friendly Community Recognition Award was presented to the City of Vaughan Recreation and Culture Department in recognition of their commitment to helping youth by encouraging and promoting a greater investment in youth play.