

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 1, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

1

**REQUEST TO REIMBURSE THE SCHOOL BOARDS
THE APPLICATION FEE RELATED TO A JOINT
ZONING BY-LAW AMENDMENT APPLICATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Council/School Board Liaison Committee, dated June 18, 2007:

Recommendation

The Council/School Board Liaison Committee recommends:

That the City of Vaughan reimburse a total amount of \$5,685.00 to the York Region District School Board and the York Catholic District School Board related to the joint planning application fee amendment of Zoning By-law No. 1-88.

Economic Impact

Should Council approve the reimbursement of \$5,685.00, the funds would be drawn from the Planning Application Fees revenue.

Communications Plan

Not applicable

Purpose

To request that the School Boards be reimbursed the application fee associated with a joint Zoning By-law amendment application.

Background – Analysis and Options

The Council/School Board Liaison Committee, at its meeting of April 18, 2007, adopted the following recommendation:

That the City of Vaughan reimburse a total amount of \$5,685.00 to the York Region District School Board and the York Catholic District School Board related to the joint planning application fee amendment of Zoning By-law No. 1-88.

The referenced planning application fee relates to a joint application submitted by the York District School Board and the York Catholic District School Board to amend the General Provisions of Zoning By-law 1-88 to permit a day nursery use to operate year round within all public schools within the City of Vaughan. The subject Zoning By-law Amendment was considered and ratified at the Council meeting of January 29, 2007.

Relationship to Vaughan Vision 2007:

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

Regional Implications

Not applicable

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Conclusion

The Council/School Board Liaison Committee is requesting that the School Boards be reimbursed the application fee, in the amount of \$5,685.00, associated with a joint Zoning By-law amendment application.

Attachments

None

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Item 2, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

2

AUDIT COMMITTEE TERMS OF REFERENCE

(By-Law No. 394-2002, S.4(10))

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

The Committee of the Whole recommends approval of the Committee of the Whole recommendation of May 14, 2007.

Council, at its meeting of May 22, 2007, adopted in part:

That the appropriate notice to the public be provided in accordance with By-Law 394-2002.

Committee of the Whole recommendation of May 14, 2007

- 1) That the recommendation contained in the following report of Regional Councillor Rosati, dated May 14, 2007, be approved;
- 2) That the appropriate notice to the public be provided in accordance with By-Law 394-2002; and
- 3) That the following Council members be appointed to the Audit and Operational Review Committee:

Mayor Linda D. Jackson (ex-officio)
Regional Councillor Mario F. Ferri
Regional Councillor Gino Rosati
Councillor Bernie Di Vona
Councillor Sandra Yeung Racco

Further, the Committee of the Whole recommends:

That the following Council members be appointed to the Official Plan Review Committee:

*Mayor Linda D. Jackson (ex-officio)
Regional Councillor Joyce Frustaglio
Councillor Tony Carella
Councillor Peter Meffe
Councillor Alan Shefman*

Recommendation

Regional Councillor Gino Rosati recommends:

- 1) That the present Audit Committee be renamed as the "Audit and Operational Review Committee";
- 2) That the Committee's terms of reference be expanded to include operational reviews and more accurately reflect the current mandate of the City's Operational and Compliance Auditor;

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- 3) That given the change in the Committee's mandate, Council revisit the size and composition of the Committee; and
- 4) That at the Committee's inaugural meeting staff present an expanded terms of reference and an initial work plan.

Economic Impact

None at present, however, it is anticipated that greater efficiencies and more streamlined activities will be achieved.

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

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- 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.

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 3, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

3

SPEED REDUCTION ON HOLLY BUSH DRIVE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Rosati and Councillor Meffe, dated June 18, 2007:

Recommendation

Regional Councillor Gino Rosati and Councillor Peter Meffe recommend:

That the speed limit on Hollybush Drive be reduced to 40 km/hr from Glenside Drive to No. 26 Hollybush Drive.

Economic Impact

None.

Communications Plan

None.

Purpose

To reduce the speed limit on Hollybush Drive to 40 km/hr.

Background - Analysis and Options

Numerous complaints have been received from residents due to vehicle speeding in close proximity to a parkette and access to the Sports Village along Hollybush Drive. A reduction in speed to 40 km/hr will allow for increased safety for the number of children and pedestrians that make use of the parkette and who access the Sports Village.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision, specifically Vaughan Vision A "Serve our Citizens".

Regional Implications

None.

Conclusion

It is recommended that the speed on Hollybush Drive be reduced to 40 km/hr.

Attachments

1. Location Map

(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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Please refer to Item 88.

4

ACCOUNTABILITY AND TRANSPARENCY COMMITTEE

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Item 5, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By replacing “and” in Clause 1 of the Committee of the Whole recommendation with “and/or”.

5 CHARACTER COMMUNITY WEEK - CITY OF VAUGHAN

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the City Manager, dated June 18, 2007, be approved, subject to adding “led by the City Manager and Deputy City Manager/Commissioner of Finance & Corporate Services” after “committee,” in Clause 2;**
- 2) That the following Council members be appointed to the Character Community Committee:**

**Mayor Linda D. Jackson (ex-officio)
Regional Councillor Joyce Frustaglio
Councillor Sandra Yeung Racco; and**
- 3) That community leaders from each of the five (5) wards also be invited to participate.**

Recommendation

The City Manager, in consultation with the Senior Management Team, recommends:

- 1) That the City of Vaughan participates in Character Community Week being held from October 15 to 20, 2007;**
- 2) That a staff committee, with representation from each Commission be established to identify and implement opportunities to celebrate Character Community Week;**

Economic impact

No economic impact. Any future financial impact of Character Community Week programs will be identified as part of the annual Operating Budget process.

Communications Plan

Corporate Communications will prepare a communication plan that will create awareness about Character Community Week and will include, but not be limited to, the preparation of a news release, information in various City publications, the City's Website and advertisements in local newspapers. The Communication material will build on and be consistent with that of the Region of York's Character Community Program.

Purpose

The purpose of this report is to outline the City of Vaughan involvement in supporting Character Community Week from October 15 to 20, 2007.

Background-Analysis and Options

Council, at its meeting of April 23, 2007 requested staff to bring forward a report with respect to the City's participation in Character Community Week which is being held from October 15 to 20, 2007.

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A Character Community is one in which elected officials, community leaders in the education, business, faith community, law enforcement and media sectors and citizens-at-large recognize and promote the importance of good character.

Everyone works together to ensure that families are strong, homes and streets are safe, education is effective, business is productive, neighbours care about one another and citizens are free to make wise choices for their lives and families.

In short, a Character Community has leaders who are models of the character attributes they advocate for their citizens.

In 2002, York Region was declared to be a Character Community. The City of Vaughan is proud to be a participating community and is a participant of the Character Community Council.

At the present time the Character Community program has been adopted by Community Services Commission and includes the promotion of Character Communities in various publications such as the City's Recreation Guide and within the City of Vaughan website. The Character Communities program attributes and key messages have also been adopted in staff training and orientation sessions. In addition, staff participate in workshops and meetings hosted by the Character Community Council.

Recognizing that additional opportunities to support the Character Community program exist, a corporate wide program will be developed to promote the benefits and encourage participation by various departments and stakeholder groups.

In preparation of Character Community Week, a working committee with representatives from each Commission will be established to develop and implement the program.

In September 2007, a Report will be provided to Council and staff outlining the initiatives that the City will undertake.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly A-2 promote health and wellness.

Regional implications

At present there are no Regional implications, however future activities may be coordinated with the Region.

Conclusion

Council, at its meeting of April 23, 2007 requested staff to bring forward a report with respect to the City's participation in Character Community Week being held from October 15 to 20, 2007. A staff working committee with representation from each Commission will identify opportunities to recognize and celebrate Character Community Week.

Attachments

None

Report Prepared By

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

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Item 6, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

6 2006 DEVELOPMENT CHARGES RESERVE FUND STATEMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated June 18, 2007:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

- 1) That the 2006 Development Charges Reserve Fund Statement prepared pursuant to the Development Charges Act, RSO 1997, be received for information purposes; and
- 2) That the 2006 Development Charges Reserve Fund Statement be forwarded to the Minister of Municipal Affairs and Housing.

Economic Impact

Not applicable.

Communications Plan

Not applicable.

Purpose

To provide Council with the 2006 Development Charges Reserve Fund Statement pursuant to Section 43 of the Development Charges Act RSO 1997.

Background - Analysis and Options

The Development Charges Act RSO 1997 (DC Act, 1997) outlines specific reporting requirements for development charge reserves. In accordance with Sections 33 and 43 of the Development Charges Act, 1997, the following is required:

- A municipality that has passed a Development Charge by-law shall establish a separate reserve fund for each service to which the development charge relates; and shall be used only to meet growth related capital costs for which the development charge was imposed.
- The Treasurer of a municipality shall give to Council a financial statement relating to development charge by-laws and reserve funds that were established.

Reporting requirements include identifying all other services of funding applied to each project funded with development charges and providing detailed summary of the activity for each development charge reserve for the year.

The statement shall contain the following information in respect of each service for which the development charge is being imposed:

- 1) A description of the service for which the fund is established.
- 2) The balance as of the first day of January.

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- 3) The distribution of the development charge proceeds received during the year.
- 4) The amount transferred to the capital fund.
- 5) Any credits provided in relation to service or services category.
- 6) The development charge amounts refunded or allocated to other sources.
- 7) The apportionment of accrued interest.
- 8) The closing balance as of the 31st day of December.
- 9) An addendum indicating each project, the intended application of the amount and source of any other money that is spent on the project.

Attachment 1 provides for the statutory requirement under the development charges legislation for 2006. The development charges revenue is provided as a summary for each reserve, whereas, the capital expenditures are detailed by capital project.

The statement is prepared on an accrual basis for goods and services received however it does not reflect other commitments of funds.

Relationship to Vaughan Vision 2007

Not applicable.

Regional Implications

Not applicable.

Conclusion

The 2005 Development Charges Reserve Fund Statement provided pursuant to the reporting requirements of the Development Charges Act, RSO 1997, be received.

Attachments

Attachment 1 – 2006 Development Charge Reserve Fund Statement

Report Prepared By:

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

(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 7, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

7

2006 ANNUAL INVESTMENT REPORT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated June 18, 2007:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends that:

This report be received for information.

Economic Impact

Investment income generated from the investment portfolio in 2006 amounted to \$15.6 million. Investment earnings are distributed to the City's reserve funds and operating budget reducing the need for tax revenues.

Communications Plan

Not applicable.

Purpose

To report to Council on the City's investment portfolio activities during the year 2006, as required by Ontario Regulation 438/97 (as amended) of the *Municipal Act* and the City's Investment Policy.

Background - Analysis and Options

The Municipal Act is the governing legislation for the investment of municipal funds. Ontario Regulation 438/97, as amended by O. Regulation 399/02 outlines the criteria for eligible investments. The City's investment policy approved by Council in October 2004 conforms to this legislation and acts as the governing guideline in managing the City's investment portfolio.

The reporting requirements in the City's investment policy and the Municipal Act require the Treasurer or his designate to submit an investment report to Council at least annually, including a management summary that provides an analysis of the status of the current investment portfolio and transaction made over the last year. The management summary will allow Council to ascertain whether the investment activities during the reporting period have conformed to the investment policy. The report submitted to Council each year must contain the following:

- a) Listing of individual securities held at the end of the reporting period;
- b) Listing of all investments by maturity date;
- c) Realized and unrealized gains or losses resulting from investments that were not held until maturity
- d) Average weighted yield to maturity of portfolio on investments compared to applicable benchmarks;

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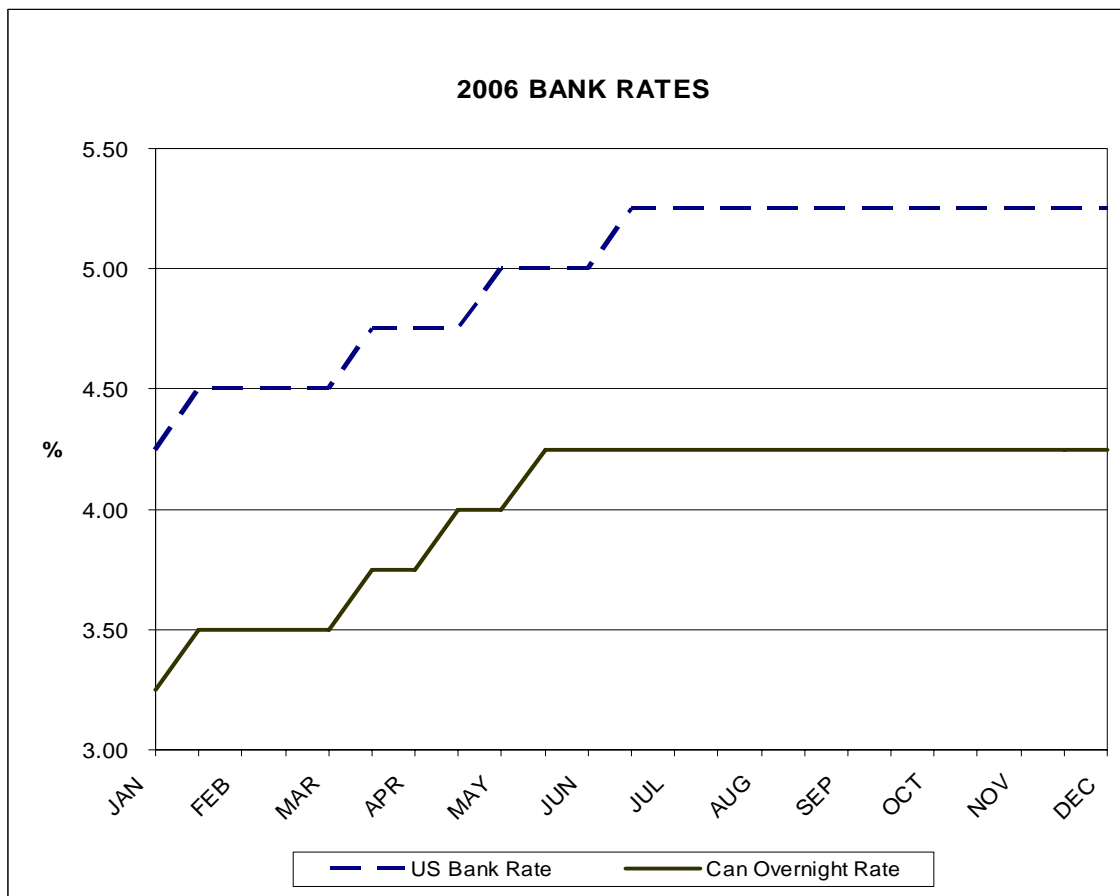
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- e) Percentage of the total portfolio which each type of investment represents; and
- f) A statement about the performance of the investment portfolio during the period covered by the report.

The Reserves & Investments Department manages the investment portfolio for the City with a maturity value of approximately \$370.2 Million at December 31, 2006 (Attachment 1). These funds represent the funding requirements for day to day operations of the Corporation and represent investments funds held in the reserves, reserve funds, working capital and other funds of the organization. All investments were in compliance with the City's Investment Policy approved by Council October 25, 2004 and the Ontario Regulation 438/97 (as amended) of the *Municipal Act*.

The Canadian and United States economies continued to operate close to full capacity during the first quarter of 2006. In an effort to protect against inflation, the US Federal Reserve raised rates to 5.25% by July. The decreasing US housing market along with higher interest rates slowed US economic growth during the remainder of the year halting rate increases. The Bank of Canada raised rates to 4.25%, its highest level since 2001. Canada's economy also softened mid though the year. The unemployment rate reaching a 32-year low was offset by the struggling manufacturing sector dealing with the strong Canadian dollar. Inflation remained low encouraging the Bank of Canada to suspend rate increases.



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During 2006 the investment portfolio generated investment income in the amount of \$15.6 million (\$8.5 million in 2005) averaging a rate of return of 4.28% outperforming the ONE Fund which returned 3.83%. The One Fund, a benchmark used by the City, is a pooled investment fund sponsored by AMO and MFOA for Ontario municipalities.

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

This report as written has no regional implications.

Conclusion

In 2006 the City's investment portfolio performed well with investment income increasing approximately \$7.1 million to that of 2005 and outperforming the City's benchmark, the ONE Fund by .45%. Increased investment income revenue contributes to reserves and reduces the need for tax revenues. All investments were in compliance with the City's Investment Policy approved by Council October 25, 2004 and the Ontario Regulation 438/97 (as amended) of the *Municipal Act*.

Attachments

Attachment 1 – Listing of Securities Held As At December 31, 2006
Attachment 2 – Listing of All Securities by Maturity Date
Attachment 3 – Investments Held by Institution

Report prepared by:

Ferruccio Castellarin, CGA Ext 8271
Director of Reserves & Investments

Terry Liuni Ext 8354
Capital Revenue Analyst

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

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Item 8, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan at the Special Council Meeting of June 18, 2007.

8 2007 ADOPTION OF RATES AND THE ISSUANCE OF PROPERTY TAX NOTICES

The Committee of the Whole recommendation was dealt with and adopted at the Special Council Meeting of June 18, 2007 under Minute No. 135.

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Item 9, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

9

DEVELOPMENT CHARGES BACKGROUND STUDY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated June 18, 2007:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments in consultation with Purchasing recommends:

That Hemson Consulting Ltd. be retained to undertake the update of the City's Development Charge Background Study.

Economic Impact

Council during the 2007 Capital Budget deliberations approved capital project RJ-0046-07 in the amount of \$150,000 for the preparation of a Development Charges Background Study, funded development charges 90% and taxation 10%.

Communications Plan

Not applicable

Purpose

To prepare an updated development charges background study that identifies and costs growth related capital projects required to service future growth. Under Provincial legislation the City is required to update its development charge background study every five (5) years. The last update was in 2003.

Background - Analysis and Options

The 2003 City of Vaughan Development Charges Background Study and associated by-laws were approved by Council in August 2003 with a five year expiry. Since 2003 the City has experienced and is encountering cost increases beyond indexing that have significant capital cost implications.

The updating of the 2003 Development Charges Background will not just be limited to the review of inflation or the cost adjustments included in the current DC Background Study but includes identifying growth related projects associated with ongoing City of Vaughan official plan reviews.

During the preparation of both the 1999 and 2003 Development Charges Background Study, the City engaged the services of Hemson Consulting Ltd. to assist the City. Historically the City has collected the maximum development charges permitted under the legislation. Although Vaughan's development charge rates tend to be on the high end of the scale, Vaughan's rates have been successfully implemented without appeal in the past. This success is attributable to the consultative approach taken by the City, the positive working relationship with the development industry and the retention of a firm that has credibility with stakeholders in the development process. Retaining Hemson also has the advantage of continuity and efficiency which should make the update process smoother and greatly assist in the City meeting the

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timeframe. Specific funding for updating the Development Charges Background Study, Project (RJ-0046-07) was approved by Council in the 2007 Capital Budget. The costs to update the background study is budgeted at \$150,000.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, specifically “A-5” – Plan, manage and maintain growth, development and infrastructure and the necessary resources have been approved.

Regional Implications

The City's growth forecast must be coordinated with that of the Region, however there are no direct regional implications.

Conclusion

The current Development Charges Background Study and associated by-laws were approved in August 2003 with a five year expiry. The Development Charges Act requires that before passing of a development charge by-law, Council shall complete a Development Charges Background Study. Staff recommend retaining the services of Hemson Consulting Ltd. to work with the various City departments to prepare the update of the 2003 Development Charges Background Study.

Attachments

None

Report prepared by:

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

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Item 10, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

10

TEMPORARY BORROWING BY-LAW 2007

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services, dated June 18, 2007:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services in consultation with the Director of Reserves & Investments recommends:

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

Economic Impact

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

Communications Plan

Not applicable.

Purpose

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

Background - Analysis and Options

Section 407 (1) of the Municipal Act states:

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

In the past the City of Vaughan has been able to avoid bank financing for operating purposes. Sound cash management practices supported by fiscal policies have improved Vaughan's financial position. However, as a matter of practice, a temporary borrowing by-law is recommended for unforeseen circumstances. In the event the City requires bank financing, the City's borrowing rate is Bank Prime Rate less 0.50%. Currently the Bank Prime Rate is 6.0%.

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

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

The temporary borrowing by-law authorized the City Treasurer, from time to time as conditions may warrant to borrow from the City's corporate bank such sums as may be deemed necessary
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within the provisions of Section 407 (2) of the Municipal Act up to \$50,000,000. The limit permitted by the Municipal Act based on the 2007 adopted budget is \$88,000,000 from January 1, 2007 to September 30, 2007 and \$44,000,000 from October 1, 2007 to December 31, 2007. This amount increases annually.

Relationship to Vaughan Vision 2007

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

Regional Implication

This report as written has no regional implications.

Conclusion

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

Attachments

None

Report prepared by:

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

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Item 11, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

11

**DESIGNATED PROPERTY GRANT,
MOUNT LEBANON SCHOOL HOUSE, 5970 KIRBY ROAD**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 18, 2007:

Recommendation

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

- 1) That the Designated Property Grant in the amount of \$3,092.02 for the reconstruction and replacement of the original belfry of the former Mount Lebanon School House located at 5970 Kirby Road in Vaughan, be approved.

Economic Impact

Funds for the Designated Property Grant program in the amount of \$3,092.02 have been budgeted for in the 2007 Cultural Services Budget.

Communications Plan

Heritage Vaughan reviewed and recommended approval of the subject Designated Property Grant at its meeting of January 17, 2007.

Purpose

The purpose of this report is to seek Council approval of the Heritage Vaughan recommendation to approve the Designated Property Grant payout for the reconstruction and replacement of the original belfry of the former Mount Lebanon School House located at 5970 Kirby Road.

Background - Analysis and Options

The owner of the designated property located at 5970 Kirby Road, the former Mount Lebanon School House, applied for a Designated Property Grant to reconstruct and replace the original belfry of the former school house.

The school house was constructed in 1876 and designated under Part IV of the Ontario Heritage Act in 1982. The structure is currently used as a professional pottery studio. The structure is an excellent example of an Ontario 19th century one-room school house. The building is unique as it retains its original board and batten exterior and entrance areas.

The Designated Property Grant is funded by the City of Vaughan. The Grant program was initiated in 1985 to assist heritage property owners in the maintenance and restoration of Designated heritage structures in the City of Vaughan. All work eligible under the terms and conditions of the said program requires Designated property owners to restore heritage property using original materials and restore property to original design, form and structural soundness.

In order to receive a Grant, property owners must submit proposed work to the Heritage Vaughan Committee for review of work eligibility and receive approval prior to initiating the project as per Grant guidelines. After completion of the restoration/renovation work, Heritage Vaughan reviews all completed work and submitted invoices to determine eligible grant amounts. The subject Grant

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program was initiated with the intention of offsetting increased costs as a result of the restoration/reproduction of original features and materials. Property owners must match all grant amounts. The maximum grant amount is \$5,000.00 per Designated property.

The belfry reconstruction and installation has been completed as required under the Designated Property Grant guidelines/requirements. An invoice in the amount of \$6,184.04 was submitted to City staff for the total amount of the work. Under the Grant guidelines, the City may pay up to 50% of the total cost of the eligible restoration/repair work, to a maximum \$5,000.00 per property. Culture staff has inspected the building and can confirm the reconstruction and replacement of the belfry was completed as per the Grant terms and requirements.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

There are no regional implications associated with the approval of this report.

Conclusion

The Designated Property Grant program assists Designated property owners in the repair and/or restoration of heritage property and helps in offsetting increased costs due to the restoration/reproduction of original features and materials. The reconstructing and replacement of the belfry of the former school building has been completed using original materials and design and all work has been inspected by Culture staff to ensure the work was completed as per Designated Property Grant requirements.

Attachments

None.

Report Prepared By

Angela Palermo, Manager, Cultural Services, ext. 8139

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 12, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

12

**ARTS AND CULTURAL USE PROGRAM
AT CITY-OWNED HERITAGE BUILDINGS – PILOT PROJECT**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated June 18, 2007, be approved; and**
- 2) That an interim progress report be provided to a Committee of the Whole meeting in September 2008, on the results of this program that is reflective of the three goals.**

Recommendation

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

WHEREAS the City of Vaughan has invested resources in the restoration of City-owned heritage buildings and public lands surrounding the sites; and,

WHEREAS these properties are significant to the history of the community and considered cultural artifacts in their own right; and,

THEREFORE BE IT RESOLVED that Council approve the “Arts and Cultural Use Program”, a 3-year pilot program (2007-2009) aimed at providing arts and cultural groups and individual artists affordable access to available heritage buildings by introducing a new subsidized rental fee category of \$150 + GST per each 7 day rental. (With a 3% yearly increase in fee in 2008 and 2009) associated with the program as found in Attachment 1; and,

That the new fee category be included in the *Recreation and Culture User Fees and Pricing Policy*; and,

That staff evaluate the program at the end of the 3 year period and give consideration to a full implementation.

Economic Impact

The necessary resources have been included in the 2007 operating budget and no additional resources are required.

Communications Plan

The availability of heritage buildings for arts and cultural programming will be advertised and promoted to artists, arts and cultural organizations through the Recreation & Culture Guide, Vaughan community centres, libraries, direct mail to local arts organizations and City of Vaughan Website. The “*Arts and Cultural Use of City-Owned Heritage Buildings Program Guidelines*” pilot program has also been reviewed and endorsed by the Vaughan Arts Advisory Committee at their April 5, 2007 meeting.

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Purpose

The purpose of this report is to seek Council approval to implement a 3-year pilot program, entitled “Arts & Cultural Use of City-Owned Heritage Buildings” and a new rental fee which encourages rental use of City-owned buildings by artists and arts & cultural groups for self-run exhibitions, programs and events.

Background - Analysis and Options

At the April 23, 2007 Council meeting, it was requested that staff bring forward a report relating to the development of the MacDonald House and the Armstrong House for Council's review. This report will address this request, in particular as it relates to the introduction of subsidized rental fees for the purpose of arts and cultural uses at City-owned heritage buildings. The available heritage buildings that will be the primary locations for this program is the J.E.H./Thoreau MacDonald House, 121 Centre Street; the Armstrong House, 42 Old Yonge Street; the Arnold House, 21 Spring Gate Boulevard; the Charlton House at 220 Charlton Avenue; and the Vellore Hall at 9541 Weston Road.

Community Consultation: A Need for Affordable Exhibition and Programming Space

In 2003/4, cultural development consultant Synercom Strategies was hired to review the general use of City-owned heritage buildings and provide recommendations on the suitable utilization and programs for the sites. The facilities that were a primary focus for the review were the Armstrong House, located at 42 Old Yonge Street and the J.E.H./Thoreau MacDonald House located at 121 Centre Street.

During the review, a number of community groups, organizations and individuals from the Vaughan and neighbouring areas were consulted. The results of the review detailed a significant desire in the community to utilize City-owned heritage buildings as arts and cultural “centres” and focus the programming and development of these “centres” for arts and cultural related activities. The history of the sites, their link to Canadian cultural icons and their significance to the history of Vaughan, make them appropriate locations for artists and community arts & cultural groups to use for self-run exhibitions, workshops and programs.

The consultation process also resulted in an expressed need for affordable exhibition and programming space for emerging artists and arts and cultural groups. The need to facilitate emerging artists and arts and cultural groups by providing resources and support, was identified as integral to their development.

Program Goals

As a result of the identified need to support arts and cultural activities, in particular, through the use of City-owned heritage buildings and sites, a pilot program is being proposed that would make available heritage sites to arts and cultural groups and individual artists for a 1 to 2 week period at a reduced rental rate for self-run exhibitions and programs. The overall program goals for establishing arts and cultural centres at City-owned heritage building locations are as follows:

1. To increase the use of City-owned heritage buildings by establishing programs, services and fees that provide affordable access to heritage buildings;
2. To assist in the development and promotion of arts & cultural groups and individual artists in the community by providing them with affordable access to City-owned heritage buildings for their activities and programs;

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3. To provide the Vaughan community opportunities for participation in arts and cultural exhibitions, displays, and workshops within their community.

The City has invested resources in the rehabilitation of City-owned heritage buildings and the lands surrounding the sites. These properties are significant to the history of the community and are cultural artifacts in their own right. The use of these buildings for artistic and cultural purposes is a fitting tribute to them and will add to the artistic and cultural vitality of the City.

Proposed Sites for Program

A number of City-owned heritage buildings were evaluated for their appropriateness to facilitate arts and cultural programming. Sites were evaluated for their current condition, suitability for art exhibitions or displays, parking and current use/availability.

Based on this initial review, five sites have been chosen as pilot sites for the program: the Armstrong House at 42 Old Yonge Street; the MacDonald House at 121 Centre Street; the Arnold House, 21 Spring Gate Boulevard; the Charlton House, 220 Charlton Avenue; and Vellore Hall, 9541 Weston Road. This program will be piloted for a 3-year period (2007-2009) and will be permitted as outlined in the program guidelines. (See Attachment 1 – *Arts and Cultural Use of City Owned Heritage Building Program Guidelines*) These sites are the most suitable and are available for the program at this time. A summary of the City-owned heritage buildings and their current use is found as Attachment 2 of this report.

Proposed Program for Heritage Buildings

Some of the heritage buildings are ideal for artists and community arts & cultural groups to use for self-run exhibitions, workshops and programs.

The need to retrofit some of these facilities with appropriate lighting and picture-rail hanging system is required at all pilot locations except the Armstrong House. The MacDonald House will be the primary location for the installation of a picture-rail hanging system and track lighting in 2007 and funds for this purpose has been included in the 2007 Operating Budget. The other locations will be included in the 2008 budget.

Other uses at the sites for recreation programs, summer camps and the general rental of the spaces will also be facilitated as requested. At the end of the 3-year term, the Arts and Culture Pilot Program will be reviewed and an evaluation on whether to continue, expand or make changes to the program will be brought back to Council for further consideration.

Rental Fees/User Fees

As identified in the consultant's report prepared by Synercom Strategies, community artists and arts and cultural groups have identified the need to provide them with community space that is affordable.

Many emerging community arts & cultural groups have related that the current fees are too high and are not affordable as they operate and sustain themselves through limited membership fees and some fundraising activities that do not generate a substantial amount of revenue. A primary need for these groups is to be able to access facilities in order to showcase and exhibit their artwork, showcase interpretive displays, promote and use for instructional programs/workshops.

The pilot program that is being proposed in Vaughan would be offered to artists and arts and cultural groups and is based on a review of a number of facilities in the neighbouring municipalities i.e. the McKay Centre in Markham, Neilson Park Creative Centre, and the Cedar

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Ridge Creative Centre in Toronto. The review was also conducted to determine administrative and operational guidelines such as application procedures, insurance issues and program evaluation processes.

The Kathleen Gormley McKay Centre in Markham is perhaps the most similar in program to that which is being proposed in Vaughan. The Centre is a heritage home which has been retrofitted into a gallery (lighting and rail hanging system). The Centre has approximately 80 running feet of exhibition space; while for example, the MacDonald House has approximately 30 running feet of exhibition space. The new Vaughan rate would be comparable in price to the McKay Centre i.e. an average cost of \$5 per linear foot of wall space for a 1 week rate.

Proposed New Vaughan Fee

Currently, the fees established within the *Recreation & Culture's User Fee and Pricing Policy* as approved by Council in 2005, has fees for the use of heritage buildings. The present fee system would result, for example, in a \$1559.39 cost for a 1 week use of a building by a Vaughan Community Service Organization.

The table below identifies the current rental rates of City-owned heritage buildings, the proposed rate for the pilot program and the McKay Art Centre rental rates:

City of Vaughan Heritage Buildings General Use Rental Rates		
Type of Group	Rental Rates** (Hourly Rates + GST)	Rental Rates** (Minimum 5 hour and maximum 7 hour rentals + GST)
Youth, CSO, Schools	\$41.62	\$210.16
Vaughan Resident	\$44.13	\$220.67
Vaughan Corporate	\$47.29	\$236.43
Non-Resident	\$61.55	\$307.75
NEW Arts and Culture Proposed Rate <i>for all artists that meet the established criteria.</i>		
	\$150.00 + GST per week (7 day use)	
McKay Art Centre Unionville-Markham		
Type of Group	Rates	
Community Artist(s) / Groups	Low Season: (Nov-Apr)	\$359 + GST
	High Season: (May-Oct)	\$395 + GST
Private Rentals (non-residents)	Low Season: (Nov-Apr)	\$514 + GST
	High Season: (May-Oct)	\$565 + GST

**Effective to August 2007, *City of Vaughan User Fee and Pricing Policy*

In consideration of the size of Vaughan's proposed facilities and the amenities they offer, an initial rental fee of \$150 + GST for a 1 week rental is being proposed for the Vaughan pilot program. These fees will be reviewed and amended, as required, at the end of the 3-year period. As the goals of the program suggests, providing affordable access to exhibition and programming space to the arts and cultural sector of the Vaughan community will help promote and develop this sector and provide arts and cultural opportunities to Vaughan residents.

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Application Process

This program will be piloted for a 3-year period (2007-2009) and will have an application process through the Recreation and Culture Department in place to be able to ensure appropriate use of the buildings. Staff will continue to facilitate other uses at the buildings for recreation programming, summer camps and other permit users.

Applicants will be required to clearly define the proposed use of the space. Applicants will be evaluated on how well their use/program meets the established criteria, how appropriate it is for the site and building and how it will benefit the community. Priority booking will be given to Vaughan-based artists and arts and cultural groups.

As a standard condition of use, applicants will be required to formally acknowledge that they will comply with terms and conditions required for use of the facility and ensure mandatory requirements such as maximum occupancy requirements of the buildings, health and safety requirements and City By-laws are adhered to.

Relationship to Vaughan Vision 2007

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

A strategic priority outlined in the Vaughan Vision is to provide effective and efficient delivery of services. This initiative will provide for an innovative and alternative manner in which to deliver services to Vaughan residents.

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

Regional Implications

There are no regional implications associated with the approval of this report.

Conclusion

Providing affordable rental use of the City-owned heritage buildings for artists and arts and cultural groups and organizations will be a significant step towards assisting this sector in their development, and also providing an added benefit of providing arts and culture opportunities to the residents of Vaughan. The five chosen heritage sites to be part of this 3-year pilot project are ideal sites to launch such a program due to their cultural significance, their current condition and associated amenities and availability. The program will be evaluated after the 3-year period and a report will be brought to Council on the success of the pilot project.

Attachments

1. "Program Guidelines" for "Arts and Cultural Use of City-Owned Heritage Buildings" Program
2. Listing of City-Owned Heritage Buildings and Permitting/Lease Activity

Report Prepared By

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

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

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Item 13, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

13

CONTRACT AWARD – RFP07-050 **VENDING SERVICES AND CONCESSION OPERATIONS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 18, 2007:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Recreation and Culture and the Purchasing Services Department, recommends:

- 1) That Contract RFP07-050, Vending Services and Concession Operations, for the lease of space for vending services, concession operations and seasonal mobile concession operations at City recreation facilities be awarded to Fontana Gardens Express for a three-year term effective September 1, 2007, with the option to renew on an annual basis for up to two one year terms, at the discretion of the City; and,
- 2) That a by-law be enacted to authorize the Mayor and City Clerk to execute all documentation necessary to complete the contract.

Economic Impact

No change in economic impact. The implementation RFP07-050 will generate approximately \$400,000 in revenue over the period of the contract.

Communications Plan

RFP07-50, Vending Services and Concession Operations, was publicly advertised on the City Page, Vaughan Citizen/Liberal and posted on City Page, Vaughan Citizen/Liberal; OPBA and ETN on April 19, 2007, with the closing date of May 10, 2007.

Purpose

The purpose of this report is to obtain Council's authorization to enter into a three-year contract with an option to renew on an annual basis for up to two one year terms, with Fontana Gardens Express for the operation of vending services, concession operations and seasonal mobile concession operations at City recreation facilities.

Background - Analysis and Options

The current contract for vending services and concession operations will expire on August 31, 2007, whereas a contract for seasonal mobile concession operations does not currently exist.

The City of Vaughan issued RFP07-050 on April 19, 2007, with the closing date of May 10, 2007. The RFP was publicly advertised on the City Page, Vaughan Citizen/Liberal and posted on OPBA and ETN. The proponents had the option to bid in part, namely Part A for snack and drink vending equipment; Part B for the lease of space for concession operations; and Part C for seasonal mobile concession operations in whole (i.e. Part A, B and C). Twelve companies picked up the RFP documents and the following six proponents responded:

1. Eastwood Le Jardin Food Services Inc.
2. Fontana Gardens Express

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3. Mr. Vending Inc. & Global Brand Foods Inc.
4. Global Brand Foods Inc.
5. Naccarato Enterprises Limited
6. Signature Café Canada Ltd.

An evaluation team comprised of the Recreation and Culture, Building and Facilities and Purchasing Services departments was established and the evaluation and selection of the proposals received was based on the following criteria as laid down in the proposal documents:

Components	Rating
Revenue/Payment Terms	40%
Overall Business/Operation Plan	30%
Added Benefits/Incentives	15%
Company Profiles and References	10%
Audited Financial Statement	5%

Fontana Gardens Express obtained overall highest scores for all three parts based on the mentioned criteria and is therefore recommended as the preferred supplier.

Fontana Gardens Express is a food and hospitality operation that serves both the municipal and private sector. With over 25 years of experience in the food industry, its owners and management have become reputable through their wide-ranging service. Fontana Gardens Express has satisfactorily managed the City's Civic Centre cafeteria for over 5 years and also caters to City meetings and functions upon request.

It is our experience that vending services and concession operations are best served together to eliminate undercutting and unhealthy competition at recreation facilities. As the only proponent offering all three parts under their proposal, Fontana Gardens Express will be able to cross-service each venue and offer much-needed consistency in food services at recreation facilities.

Within the current contract for vending services and concession operations, the City has noticed a decline in customer satisfaction over the past few years as a result of inconsistent hours and operating practices. A new Contractor would provide recreation facilities a positive change in atmosphere.

Fontana Gardens Express will provide the City with extensive and innovative marketing plans, including but not limited to, surveying clients to determine the most suitable product lines, providing a suggestion box to obtain constructive feedback, running contests and offering membership cards and coupons to stimulate sales, and offering weekly menu specials to ensure variety. These added benefits will work to establish better customer service and forge customer retention and loyalty in the food services at recreation facilities. As well, in many cases, the product prices listed for both vending and concessions were more competitive than those of other proponents, and also incorporated a significant amount (35%) of healthy beverage and snack options.

Furthermore, seasonal mobile concessions, a new pilot, will provide an innovative and convenient outdoor food service to patrons during scheduled recreational activities, in addition to regulating illegal mobile concession operations at City facilities. All applicable licenses will be required for seasonal mobile concessions.

Relationship to Vaughan Vision 2007

Implementation of this recommendation will pursue excellence in the delivery of core services and have a positive impact on cost effectiveness.

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

Regional Implications

None.

Conclusion

Awarding Contract RFP07-050, Vending Services and Concession Operations, for a three-year contract with the option to renew on an annual basis for up to two one year terms, at the discretion of the City, to Fontana Gardens Express will provide stable and proven vending services, concession operations and seasonal mobile concession operations at City recreation facilities.

Attachments

None.

Report Prepared By

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 14, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

14

CONTRACT AWARD – RFP07-051
ADVERTISING AT RECREATION FACILITIES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 18, 2007:

Recommendation

The Commissioner of Community Services, in consultation with the Director of Recreation and Culture and the Purchasing Services Department, recommends:

- 1) That Contract RFP07-051, Advertising at Recreation Facilities, be awarded to Futuresign Multimedia Displays Inc. for a three-year term effective September 1st, 2007, with the option to renew on an annual basis for up to two one year terms, at the discretion of the City; and,
- 2) That a by-law be enacted to authorize the Mayor and City Clerk to execute all documentation necessary to complete the contract.

Economic Impact

No change in economic impact. The implementation of RFP07-051 will generate over \$100,000 in revenue over three years.

Communications Plan

RFP07-051, Advertising at Recreation Facilities, was publicly advertised on the City Page, Vaughan Citizen/Liberal and posted on OPBA and ETN on April 12, 2007, with the closing date of April 27, 2007.

Purpose

The purpose of this report is to obtain Council's authorization to enter into a three-year contract with Futuresign Multimedia Displays Inc. for the rental of advertising space in city-operated recreation facilities.

Background - Analysis and Options

The current contract for arena board and miscellaneous advertising at recreation facilities will expire on August 31, 2007.

The City of Vaughan issued RFP07-051 on April 12, 2007 with the closing date of April 27, 2007. The RFP was publicly advertised on the City Page, Vaughan Citizen/Liberal and posted on OPBA and ETN. The proponents had the option to bid in part, namely Part A for the rental of arena board advertising space including other innovative media under provisional items; and Part B for television advertising), or in whole (i.e. Part A and B). Four companies picked up the RFP documents and the following two proponents responded:

1. Futuresign Multimedia Displays Inc.
2. Boardview Advertising Inc.

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An evaluation team with representatives from Recreation and Culture, Building and Facilities, Parks Operations and Forestry and Purchasing Services departments was established. The evaluation and selection of the proposals received was based on the following criteria as outlined in the proposal documents:

<u>Selection Criteria</u>	<u>Rating</u>
Revenue/Payment Terms	40%
Overall Business Plan	30%
Added Benefits/Incentives	15%
References/Company History	10%
Audited Financial Statement	5%

Futuresign Multimedia Displays Inc. received the highest overall scores based on the criteria and is therefore the recommended contractor.

Futuresign Multimedia Displays Inc. is a media and sales operation that serves municipal and private arenas and recreation centres in the Greater Toronto Area. Futuresign is our current contractor and has operated in Vaughan for over 12 years, having a client-base of over 400 advertisers in the surrounding area. For the past six years, Futuresign has satisfactorily managed the City's arena board and miscellaneous advertising programs at City recreation facilities. Reference checks were also conducted and favourable comments were received.

Advertising Program at City-Operated Community Centres

Arena board and other innovation advertising media proposed for city-operated community centres (including, but not limited to, clock advertising, digital kiosk advertising, and brochure racks) will give local businesses a venue to advertise goods and services, while television advertising will add technological modernity to our facilities and provide patrons with a new source of information and entertainment.

The advertising program also includes the installation of LCD flat screens in the main lobby and, where applicable, the fitness area of the following community centres: Al Palladini, Chancellor, Garnet A. Williams, Maple and Vellore Village. The City, in consultation with the Contractor, will have televisions installed at additional centres following satisfactory results of this initial pilot. In addition to carrying advertisements, the televisions will broadcast weather, sports, and news. The City also reserves the right to control a scrolling banner section.

All advertising mediums used in the program (televisions, clocks, digital kiosks, etc.) are at the expense of the contractor and advertisers purchasing advertising space with no additional cost to the City of Vaughan.

Relationship to Vaughan Vision 2007

Implementation of this recommendation will pursue innovation and have a positive impact on cost effectiveness.

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

Regional Implications

None.

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Conclusion

Awarding Contract RFP07-051, Advertising at Recreation Facilities, to Futuresign Multimedia Displays Inc. for a three-year term effective September 1st, 2007, with the option to renew on an annual basis for up to two one year terms, at the discretion of the City of Vaughan will generate revenue through the selling of advertising space at city-operated facilities. The City requires that a by-law be enacted to authorize the Mayor and City Clerk to execute all documentation necessary to complete the contract.

Attachments

None.

Report Prepared By

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 15, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

15

AWARD OF FLEET MAINTENANCE CONTRACT REQUEST FOR PROPOSAL RFP 06-072

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 18, 2007:

Recommendation

The Commissioner of Community Services, in consultation with the Purchasing Services Department and the Fleet Manager recommends:

- 1) That RFP06-072 for the repairs and maintenance of City vehicles be awarded to the following:
 - Al Palladini's Pine Tree Ford Lincoln
 - Perfection Automotive Ltd.
 - Pinnacle Automotive Ltd.
 - York Auto Repairs
 - Wenmar Automotive
- 2) That a by-law be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

Economic Impact

The Preventative Maintenance and Repairs program is budgeted and funded from the Vehicle Reserve Fund.

Communications Plan

None.

Purpose

To award RFP06-072 for maintenance and repairs to City vehicles.

Background – Analysis and Options

The City of Vaughan has a fleet of 180 vehicles, licensed under the Highway Traffic Act. These include cars, pick-up trucks, cargo vans, street sweepers and heavy duty dump trucks / street salters.

In October of 2006, Purchasing Services invited shops to submit a bid for RFP06-072, the maintenance and repairs of City vehicles. The bid was publicly advertised in the Vaughan Citizen, Electronic Tendering Network (ETN) and Ontario Public Buyers Association (OPBA) and closed on November 22, 2006. The term of the contract is for two years, plus the options to extend it for an additional two years.

Twenty-five (25) bid documents were issued and seventeen (17) were received, nine (9) of which were deemed non-compliant by the Purchasing Services Department.

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An Evaluation Committee formed of representatives from the Fleet Department, Purchasing Services Department, Parks and Works Departments have reviewed and evaluated all submissions based on the criteria as set out in the proposal document. The top five proponents scoring the highest points would be considered.

Previously the City's Fleet Department utilized four shops for repairs and maintenance. Three were for repairs to light vehicles and one for heavy vehicles. Because of the increase in fleet size and to have repairs completed in a timely fashion the RFP included the provision to include one additional shop.

The scoring was based on two sections as follows:

Section One: The written submissions were evaluated on the following criteria based on a maximum of 100 points as follows:

Section One Criteria	Points
Repair rates	30
Capacity and resources	30
Hours of operation	25
Location of facility	15
Total	100

Section Two: The Evaluation Committee conducted shop visits and scored the proponents on the following criteria, based on a maximum of 25 points as follows:

Section Two Criteria	Points
Shop equipment	5
Service bays / work space	5
Shop cleanliness	5
Electronic invoicing.	5
Inventory	5
Total	25

The eight (8) companies who submitted qualified proposals were evaluated by the Committee, of which the following five (5) companies met all the requirements with the highest scoring.

- Al Palladini's Pine Tree Ford Lincoln
- Perfection Automotive Ltd.
- Pinnacle Automotive Ltd.
- York Auto Repairs
- Wenmar Automotive

Relationship to Vaughan Vision 2007

The relation to VV2007 is A-1 Pursue Excellence in the Delivery of Core Services.

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

Regional Implications

None.

Conclusion

The Evaluation Committee evaluated the submissions and based on the results and the ability of the vendors to meet the requirements for repairs and maintenance, it was the consensus of the Committee to recommend that the tender be awarded to the various shops as noted in the recommendations.

Attachments

None.

Report prepared by:

Alvin Boyce, Fleet Manager, Ext. 6141

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Item 16, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 18, 2007:

Recommendation

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

- 1) That a lease between the City of Vaughan and the Family Day Care Services located at Garnet A. Williams Community Centre located at 501 Clark Avenue West be renewed commencing September 1st, 2007 for a five year period ending in the year 2012. The lease payments per square footage will be \$5.25 in the year 2007, \$5.50 per square foot in the year 2008; \$5.75 per square foot in the year 2009, \$6.00 per square foot in the year 2010 and \$6.25 per square foot in the year 2011 plus GST;
- 2) That a by-law be enacted to provide that the Mayor and Clerk be authorized to execute a lease between the City of Vaughan and Family Day Care Services for a period of five years with an option at the City of Vaughan's discretion for one additional five year term with the renewal rate being renegotiated;

Economic Impact

There is no impact to the 2007 Operating Budget. Family Day Care Services occupies spaces at Garnet A. Williams Community Centre located at 501 Clark Avenue West and they will be providing rental income to the City which will be deposited into a reserve fund for repairs and future renovations.

Communications Plan

None.

Purpose

The purpose of this report is to obtain Council approval to renew the lease with Family Day Care Services for the operation of a day care centre at Garnet A. Williams Community Centre.

Background - Analysis and Options

On April 24, 2006, Council approved the termination of the Head Lease originating in June 1982 between the Region of York and the City of Vaughan for the operation of a day nursery within the Garnet A. Williams Community Centre located at 501 Clark Avenue West, Thornhill. This agreement contained the provisions for the repayment of capital monies spend by the City to construct approximately 8200 square feet of space to be used by the Region which have been paid in full by the Region of York to the City of Vaughan. Council also approved the acceptance of the transfer of the sub lease agreement between the Region of York and Family Day Care Services to the City of Vaughan for a one year period at an established rental rate of \$5.00 per foot, to expire on August 31st, 2007.

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

Family Day Care Services is a non-profit charitable organization operating programs in Toronto, York and Peel Region. They currently have a lease at Garnet A. Williams Community Centre where they have been operating since January 1984. Commencing August 1st, 2006, the City of Vaughan has had a lease agreement directly with Family Day Care Services who continue to pay the established rental rate of \$5.00 per square foot until the agreement expires in August 31, 2007.

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

A Garnet A. Williams Family Day Care Services Reserve Fund has been established for the purpose of funding infrastructure, maintenance and repairs for the space utilized by the Family Day Care Services. In 2006, the source of funding was established by the sole net contribution by the Region of York and all future facility rent revenue received from the Family Day Care Services will be deposited into this fund as set out in their agreement. The funds in this reserve will be used to fund, as determined by the Buildings and Facilities Department, for any current or future repairs, renovations, monthly maintenance or capital improvements as it relates to the space utilized by the Family Day Care Services.

Currently, Family Day Care Services pays all costs with respect to the telephone and janitorial services in addition to paying the costs for hydro and water since these services are separately metered. The Building and Facilities Department in conjunction with the Parks and Forestry Operations Department provides services such as heating/cooling, ventilation, minor maintenance, garbage pickup, turf maintenance and snow clearing. Costs of these various services have been taken into consideration with respect to the monthly rental income.

The renewal of the lease will be September 1st, 2007 for a five year period ending in the year 2012. The lease payments per square footage will be \$5.25 in the year 2007, \$5.50 per square foot in the year 2008; \$5.75 per square foot in the year 2009, \$6.00 per square foot in the year 2010 and \$6.25 per square foot in the year 2011 plus GST.

Staff has met with Family Day Care Services to discuss the terms of the lease renewal. Family Day Care Services has advised that they are in agreement with the terms set out by staff and wish to renew the lease agreement for a further five year term with an option at the City of Vaughan's discretion for one additional five year term and the renewal rate being renegotiated for the additional five year extension.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set out in Vaughan Vision 2007 as it provides service excellence to Vaughan citizens and is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

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Regional Implications

None.

Conclusion

Family Day Care Services will continue to provide daycare services to the public. Currently 95% of the families utilizing the services of Family Day Care Services are Vaughan residents. Family Day Care Services provides care for children 18 months to twelve years of age in addition they also pick up and drop off children to local schools as well as operating a kindergarten program for junior kindergarten and senior kindergarten children within the centre.

Staff has met with Family Day Care Services to discuss the terms of the lease renewal. Family Day Care Services has advised that they are in agreement with the terms set out by staff and wish to renew the lease agreement for a further five year term with an option at the City of Vaughan's discretion for one additional five year term and the renewal rate being renegotiated for the additional five year extension.

Attachments

None.

Report prepared by:

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

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Item 17, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

17

**WHITMORE ROAD AND SHARER ROAD
PERMIT PARKING PROJECT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

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

1. That parking be allowed by Permit on Whitmore Road (west side) and Sharer Road (south side) for the limits of the property located at 30 Whitmore Road, between the hours of 6 a.m. to 6 p.m., Monday to Friday;
2. That a monthly Permit fee of \$50 per parking space be approved and program implemented;
3. That the Parking Pilot project on Whitmore Road and Sharer Road begin August 6, 2007 and run for a one year trial period; and
4. That when the current building owner/occupant sells or vacates the subject property/premises, then the Permit parking on Whitmore Road and Sharer road shall be rescinded.

Economic Impact

There would be an impact to the 2007 Traffic Sign Budget and Pavement Marking Contract. There will be maintenance costs for the purchase and installation of signs and the retracing of the pavement markings in future Budgets.

Communication Plan

A meeting was held between the Local Councillor, City staff and representatives of the RuggedCom Inc on March 22, 2007 to discuss parking alternatives. Staff will advise the company of Council's decision regarding this matter.

Purpose

To report on the feasibility of implementing Permit parking on Whitmore Road and Sharer Road for the employees during weekday business operations.

Background - Analysis and Options

RuggedCom Inc. is located on the southwest corner of the Whitmore Road and Sharer Road intersection. The company has been at this location since 2001. The company has grown in employees from 38 to approximately 110 staff with a potential growth in employees to 138. With this growth there is not sufficient parking allowed on site and the company is requesting the use of on-street parking during weekday operations. Refer to Attachment No. 1.

On-site parking is 58 spaces and if the company paves some of the grassed area this may provide an additional 10-12 spaces. The company is willing to pay a fee to provide for parking on the adjacent roadways. They indicated that 20-30 spaces would be workable.

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Staff reviewed both subject roadways to determine the number of parking spaces available and the exact limits of the parking area. The limits on both roadways only incorporate to the property lines of site. It was determined that 8 parking spaces can be accommodated on the both roadways for a total of 16 spaces available for the company.

The parking areas will be signed and the individual spaces will be painted. It was determined by the By-Law and Enforcement Services Department that a monthly Permit fee of \$50 per parking space is required to cover all associated costs with the implementation of this project. Permits may be purchased at Vaughan Civic Centre, Monday to Friday between 8:30 am and 4:30 pm.

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.

Regional Implications

Not Applicable.

Conclusion

Staff recommends that permit parking project be approved with the proposed permit fees for the implementation of designated on street parking on Whitmore Road and Sharer Road.

Attachments

1. Location Map

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

MD:mc

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

CITY OF VAUGHAN

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Item 18, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

18

CIDERMILL AVENUE – PARKING PROJECT ADDITIONAL INFORMATION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

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

1. That parking be allowed by Permit on Cidermill Avenue between Edgeley Boulevard and Millway Avenue for the hours 6:00 am to 6:00 pm, Monday to Friday inclusive, as posted;
2. That a monthly Permit fee of \$50 per parking space be approved and program be implemented; and
3. That the Parking Pilot project on Cidermill Avenue begin August 6, 2007 and run for a one year trial period.

Economic Impact

There would be an impact to the 2007 Pavement Marking Contract. There will be maintenance costs for the purchase and installation of signs and the retracing of the pavement markings in future Budgets.

Communication Plan

A meeting was held between the Local Councillor's Assistant, City staff and business representatives of Cidermill Avenue on May 17, 2007 to discuss the Parking Pilot Project. Staff will mail out a Notification to all the businesses on Cidermill Avenue advising them of start date of the project.

Purpose

To report on the Permit parking cost, project term, and other incidentals related to the Cidermill Avenue pilot project.

Background - Analysis and Options

Council, at its meeting of December 18, 2006 directed (See Attachment No. 2):

- “2) That this be a pilot project for a maximum of one year and staff report back on the results of the pilot project.”**

Traffic Engineering staff reviewed the south side of the roadway to determine the number of parking spaces available and the exact limits of the parking area. It was determined that 35 parking spaces can be accommodated on the south side of the roadway.

The parking areas will be signed and the individual spaces will be painted. It was determined by the By-Law and Enforcement Services Department that a monthly Permit fee of \$50 per parking space is required to cover all associated costs with the implementation of this project. Permits may be purchased at Vaughan Civic Centre, Monday to Friday between 8:30 am and 4:30 pm.

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Relationship to Vaughan Vision 2007

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

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

Regional Implications

Not Applicable.

Conclusion

Staff recommends that the parking pilot project be approved with the proposed permit fees for the implementation of designated on street Permit parking on Cidermill Avenue within the limits as posted.

Attachments

1. Location Map
2. Council Extract, Item 2, Report No. 46, of the Committee of the Whole, dated December 18, 2006

Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

MD:mc

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

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Item 19, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By receiving the written submission from Ms. Amber Stewart, Davies Howe Partners, The Fifth Floor, 99 Spadina Avenue, Toronto, M5V 3P8, dated June 25, 2007.

19

COMPREHENSIVE TRAFFIC BY-LAW 284-94

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That consolidations be made to By-law 284-94, the Comprehensive Traffic By-Law to include updates to Schedule A, B, C, D, E, F, and G;
2. That Schedule E, Part 5, "School Speed Zone – 40 km/h" be added;
3. That Schedule G, Part 2, "Pedestrian Crossovers" be changed to "Intersection or Midblock Pedestrian Signals";
4. That Schedule G, Part 3, "Community Safety Zones" be added;
5. That Schedule F, Part 3, "One Way Streets" be added;
6. That Schedule F, Part 4, "Traffic Circles" be added; and
7. That various administrative amendments be made to the text of By-law 284-94 the Comprehensive Traffic By-Law.

Economic Impact

None.

Communications Plan

Engineering Staff have been in discussion with the Public Works Department and the Legal Services Department to affect these proposed changes to the Comprehensive Traffic By-law.

Purpose

To incorporate administrative amendments and consolidations in the City of Vaughan's Comprehensive Traffic By-Law 284-94 to the end of the 2006 year.

Background - Analysis and Options

The City of Vaughan's Comprehensive Traffic By-Law has had various amendments over the years. These amendments would include approved by-laws and reflect updates to the Ontario Highway Traffic Act. This is the first consolidation of this by-law since 1994.

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The following Schedules are part of the Comprehensive Traffic By-law:

Schedule A	Part 1	Pedestrian Crossing Prohibited
	Part 2	Bicycles prohibited
Schedule B	Part 1	Through Streets
	Part 2	Multi-Way stops
	Part 3	Yield Signs
Schedule C	Part 1	Prohibit Heavy Trucks
Schedule D	Part 1	Load Restrictions
Schedule E	Part 1	Speed limit By-law – 40 km/h
	Part 2	Speed limit By-law – 50 km/h
	Part 3	Speed limit By-law – 60 km/h
	Part 4	Speed limit By-law – 70 km/h
	Part 5	Speed limit By-law – 40 km/h School Zone
Schedule F	Part 1	Lane Designations
	Part 2	Prohibited Turn
	Part 3	One Way Street
	Part 4	Traffic Circles
Schedule G	Part 1	Traffic Control Signals
	Part 2	Pedestrian Crossovers
	Part 3	Community Safety Zones

With the assistance of Public Works staff, Traffic staff will update the Prohibit Heavy Truck and Load Restriction by-laws to include a seasonal truck restriction on industrial roads. The by-laws pertaining to heavy vehicles will be revised to reflect the structural capacity of a roadway. The seasonal time periods will remain Springtime only specifically from March 1 through to April 30, inclusive. The heavy vehicle prohibition is intended to be year-round.

It should be noted that although the by-law will allow staff to post seasonal half loads on various roads, the posting would only be done if staff observed a need to redirect loads to avoid damage to the road infrastructure.

Many roads are posted heavy trucks prohibited year round. Some of these roads are in residential areas and are not required to be signed on the basis of no truck activity. Many of these signs were originally installed during the time of subdivision development and have remained in place. Removal of these signs will not increase heavy truck traffic through residential neighbourhoods. Attachment Nos. 1-4 graphically illustrate the revised Load Capacity Restrictions by road.

It is necessary that the schedules be updated, so that all traffic control is maintained in one comprehensive document. Some examples of the changes being made include:

- Updating to include the wording, "Pedestrian Signals", as the by-law currently refers to Pedestrian Crossovers only.

"THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by amending subsection 2(1) n. to read as follows:

n. "Intersection or Midblock Pedestrian Signal" means an Intersection or Midblock Pedestrian Signal as defined in the Act."

- Updating to divide Column 2 in Section C, Part 1, from "Description" into two separate columns, "From" and "To":

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“THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by amending subsection 7(1) to read as follows:

(1) Except as provided in Subsection (2) of this section, when official heavy truck restriction signs are erected and on display, no person shall move, drive, park or operate a heavy truck, on the highways set out in Schedule C to this by-law, Part 1, Column 1 between the limits set out between Column 2 and Column 3 of the said part”.

- Updating definitions:

“THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by amending subsection 2(1)e to read as follows:

e. “Commissioner” means the Commissioner of Engineering and Public Works for the City or a designate.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 as to review the level of enforcement, compliance, and monitoring of regulations related to public safety.

Regional Implications

Not Applicable.

Conclusion

It is recommended that Council approve the amendments and consolidations to the Comprehensive Traffic By-Law 284-94.

Attachments

1. City Map, Northwest quadrant - Heavy truck, Load Restrictions, Seasonal Load Restrictions
2. City Map, Southwest quadrant - Heavy truck, Load Restrictions, Seasonal Load Restrictions
3. City Map, Northeast quadrant - Heavy truck, Load Restrictions, Seasonal Load Restrictions
4. City Map, Southeast quadrant - Heavy truck, Load Restrictions, Seasonal Load Restrictions

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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Item 20, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

20

AMPARO DRIVE TRAFFIC REVIEW

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action is warranted on Amparo Drive due to the low traffic volumes, speeds, stop sign compliance and 'cut-through' traffic.

Economic Impact

None.

Communications Plan

The resident(s) be advised of Council's decision in this matter by means of a return letter to the appropriate party.

Purpose

To review various traffic-related concerns as directed by Council at their April 2, 2007 meeting.

Background - Analysis and Options

At its meeting on April 2, 2007 Council directed:

"That the City of Vaughan Engineering Department conduct a review of traffic control and provides the residents of Amparo Drive with their comprehensive study and statistics."

Amparo Drive is a local roadway with a right-of-way width of 17.5 metres. The existing speed limit on Amparo Drive is a statutory 50 km/h. Amparo Drive extends from La Rocca Avenue to Fossil Hill Road. The area is shown on Attachment No. 1.

Traffic-related concerns were raised for Amparo Drive including excessive traffic volumes and speeds, stop sign compliance, and traffic infiltration.

Staff collected speed and volume data with automatic traffic recorders and were conducted on a 24-hour basis. The result of the study is shown in the table below.

Location	Direction	24-hour volume	Average Speed
Amparo Drive west of Fossil Hill Road May 8, 2007	Eastbound	183	32 km/h
	Westbound	133	29 km/h

The average recorded vehicle speeds range from 29 to 32 km/h, which are well below the existing statutory 50 km/h speed limit. All recorded volumes are well within capacities for local roadways. Local roadways accommodate traffic volumes not exceeding 1,000 vehicles per day.

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Staff conducted an infiltration study on Thursday, May 3, 2007 during the time periods of 7:00am to 9:00am and 4:00pm to 6:00pm to determine the amount of 'cut-through traffic' that was using Amparo Drive as an alternative route through the subdivision. The weather was clear and sunny throughout the day.

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

Thursday, May 3, 2007 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	La Rocca Avenue and Amparo Drive	Fossil Hill Road and Amparo Drive	7	4
4:00pm to 6:00pm	Fossil Hill Road and Amparo Drive	La Rocca Avenue and Amparo Drive	29	0

The inbound volumes during the AM and PM study periods are very low (7 in the morning period, and 29 in the PM period) and do not justify turning prohibitions. During both study periods there were a total of only 4 vehicles that were classified as 'cut-through' traffic.

Staff also conducted stopping compliance studies on Thursday, May 3, 2007, at the intersections of Fossil Hill Road and Amparo Drive, and at La Rocca Avenue and Amparo Drive. The studies were conducted from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The weather was clear and sunny. The stop control signs at both intersections are for Amparo Drive only. The collected stopping observations are summarized below:

Time	Type of Entry	La Rocca Avenue and Amparo Drive		Fossil Hill Road and Amparo Drive	
		Number of vehicles	Percentage of vehicles	Number of vehicles	Percentage of vehicles
7:00-9:00am	Did Not Stop	0	0%	0	0%
	Rolling Stop	5	36%	4	16%
	Complete Stop	9	64%	21	84%
	Total # of Vehicles	14	100%	25	100%
4:00-6:00pm	Did Not Stop	0	0%	2	14%
	Rolling Stop	2	40%	5	36%
	Complete Stop	3	60%	7	50%
	Total # of Vehicles	5	100%	14	100%

The 'Did Not Stop' category is a complete disregard of the stop control signs while the 'Rolling Stop' category is a vehicle that slows down at the stop control but the vehicle at no time comes to a complete stop. The above results reflect the highest peak traffic periods at these intersections. Overall traffic volumes arriving at these stop sign controls are very low, and are for 'outbound' Amparo Drive traffic entering onto either La Rocca Avenue or Fossil Hill Road. Based on results, stop compliance is similar to other local streets city-wide and does not warrant further review.

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

Not Applicable.

Conclusion

Based on staff's review, it is recommended that no further action is warranted based on the results of the traffic review.

Attachments

1. Location Map

Report prepared by:

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

MR:mc

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

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Item 21, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**21 FLAMINGO ROAD AND GOLFER'S GATE / OKLAHOMA GATE
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the existing all-way stop control remain at the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate.

Economic Impact

None.

Communications Plan

Not Applicable.

Purpose

To review the current all-way stop control at the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate.

Background - Analysis and Options

At the April 30, 2001 Council Meeting, Staff recommended:

"That staff monitor the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate once the internal subdivision to the east of Golfer's Gate is at full occupancy and report back to Committee of the Whole at that time."

The subdivision is now at full occupancy. An all-way stop control is in place at the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate. Refer to Attachment No. 1.

Staff conducted a turning movement count on Wednesday, May 2, 2007, at the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate during the morning and afternoon peak time periods of 7:00 a.m. to 9:00 a.m., and 3:00 p.m. to 6:00 p.m. On the day of the traffic study the weather was sunny and clear. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

- | | | |
|---|-----------|-----|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted | 88% |
| • Warrant 2 – Accident Hazard | Warranted | 0% |
| • Warrant 3 – Sight Restriction | Warranted | 0% |

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions from June 2005 through to June 2006, the last year for which collision data is available. There are no sight restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the warrant.

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Staff however believes it would be beneficial for the all-way stop control to remain at the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate. The warrant requires 120 vehicles from the side street. Staff recorded 105 vehicles entering the intersection from the side streets, only 15 vehicles below the criteria in the All-Way Stop Warrant. Since the 15 vehicles to meet the warrant could be met at anytime it would be beneficial to that the all-way stop control remain at this intersection.

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.

Conclusion

Based on staff's review, it is recommended that the all-way stop control remain at the intersection of Flamingo Road and Golfer's Gate / Oklahoma Gate.

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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Item 22, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**22 FOREST RUN BOULEVARD, DUFFERIN HILL DRIVE, AND TEN
OAKS BOULEVARD INITIAL TRAFFIC COMMITTEE MEETING**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007, be approved; and**
- 2) That staff report back in the Fall 2007 with respect to the correspondence received regarding this matter.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information; and
2. That a Traffic Calming Committee not be established and no further action is required.

Economic Impact

None.

Communications Plan

Meeting notices were mailed out to all Forest Run Boulevard, Dufferin Hills Drive, and Ten Oaks Boulevard addresses on May 7, 2007. The meeting was advertised in three Vaughan newspapers the week of May 7, 2007, and was also advertised on the City of Vaughan website.

Purpose

To report on the Initial Public Meeting for the Forest Run Boulevard, Dufferin Hills Drive, and Ten Oaks Boulevard traffic committee.

Background - Analysis and Options

At its meeting on April 2, 2007, under Item 2, Report No. 15 Council directed:

- “1. That staff be directed to review the need for and feasibility of traffic calming measures along Forest Run Boulevard, Ten Oaks Boulevard and Dufferin Hills Drive;**
- 2. That staff and the Local Councillor meet with the community to discuss a traffic calming plan and to form a traffic calming committee; and**
- 3. That staff report to a future Committee of the Whole meeting.”**

The Forest Run Boulevard, Dufferin Hills Drive, and Ten Oaks Boulevard traffic committee area is comprised of the entire lengths of all three roadways. The existing posted speed limit is 40 km/h on Dufferin Hill Drive. Forest Run Boulevard has a statutory speed limit of 50 km/h, except in the area of Forest Run Public School that has a posted speed limit of 40 km/h. Ten Oaks Boulevard has a statutory 50 km/h speed limit. Refer to Attachment No. 1 for location.

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The initial public meeting of the Forest Run Boulevard, Dufferin Hill Drive, and Ten Oaks Boulevard Neighbourhood Traffic Committee was held on Tuesday, May 22, 2007 and attended by only 3 residents.

Due to the low number of residents in attendance, a Traffic Committee was unable to be formed at the conclusion of the meeting. The residents in attendance did however raise a number of traffic concerns that can be reviewed by staff outside of the Traffic Calming Committee procedure. The concerns raised at the meeting were:

- Location of an existing speed limit sign on Forest Run Boulevard north of Derrywood Drive; and
- Eastbound lane arrangement at the intersection of Dufferin Street and Ten Oaks Boulevard.

This initial public meeting was advertised in the Vaughan Weekly, Lo Specchio, and the Vaughan Citizen newspapers, as well as posted on the City of Vaughan website. The Notice of the meetings were also mailed out to all residents of Forest Run Boulevard, Dufferin Hills Drive, and Ten Oaks Boulevard.

Relationship to Vaughan Vision 2007

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

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

Conclusion

Staff recommends that this report be received for information and that a traffic committee was not established due to the low resident attendance at the meeting.

Attachments

1. Location Map

Regional Implications

Not Applicable.

Report prepared by

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

MR:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 23, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

23

**PROVISION OF MUNICIPAL RECYCLING COLLECTION
AT CATHOLIC SCHOOL LOCATIONS IN VAUGHAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works, recommends that:

The City offer to provide recycling collection service to the York Catholic District School Board (YCDSB), for school locations in Vaughan, subject to the conditions outlined in this report.

Economic Impact

The program is being offered to the YCDSB on a cost recovery basis, including City administration costs. The YCDSB would be invoiced the full cost by the City for this service, and as such, there is no economic impact.

Communications Plan

Should the YCDSB agree to the conditions set by the City for commencing recycling collection services, City staff will contact YCDSB staff to initiate the process and develop a communications plan.

City of Vaughan staff will continue to go into schools (both public and catholic) and educate students about the City's recycling programs.

Purpose

Although it is recognized that the YCDSB is responsible for providing a recycling program (and by extension a recycling collection service) consistent with the Ministry of Environment's regulations, the purpose of this report is to provide an option for the provision of recycling collection services for the YCDSB to explore, should they wish to do so.

Background - Analysis and Options

At a previous Greening Vaughan Advisory Committee meeting, the issue of recycling at catholic schools was raised. YCDSB staff had indicated at a public meeting that Vaughan was not providing recycling collection services to their schools. As a result of these comments made by YCDSB staff at a public meeting, residents were contacting members of Vaughan Council to complain about the lack of recycling at these schools. As a result, staff were asked to investigate this issue and report back. As recycling programs are already in place at schools under the jurisdiction of the York Region District School Board, there is no need for the City to provide recycling collection services to them.

In 2004 and 2005, area municipalities met with YCDSB to express concerns about the lack of recycling in the schools and to remind them of their obligations pursuant to the Ministry of Environment's Regulations on source separation and waste reduction.

In 2006, the Ministry of Environment (MOE) audited numerous catholic schools affiliated with different school boards in the Greater Toronto Area. The objective was to determine if the schools

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were in compliance with the Ministry's Regulation 103/94 (Source Separation) and 102/94 (Waste Audits and Waste Reduction Work Plan). Included in this audit were a number of schools under the jurisdiction of the YCDSB.

The City of Vaughan is home to the vast majority of catholic schools in York Region. Almost 38% of all of YCDSB schools are in Vaughan, with the distant second being Markham at 23%.

As identified in the table 1 (below), 4 of the 9 municipalities do provide some form of recycling collection service to the catholic schools and similarly 4 of 9 do not. The Town of Georgina provides recycling collection to one catholic school that is attached to their Community Centre.

The collection requirements for those that do provide municipal collection services vary, as some of the municipalities may enter private property to provide collection, some municipalities may permit the use of blue boxes, some municipalities may provide a limited number of blue boxes/containers to the school etc. As depicted in the table, because YCDSB does not provide a recycling collection service for their schools, the system currently in place is very piece-meal, and in some municipalities non-existent.

Table 1: Municipal recycling collection services for catholic schools (by municipality)

Municipality	Does the municipality provide recycling collection to catholic schools?	Number of Schools (including both elementary and high schools)	Corresponding Percentage	Cost Recovery
Aurora	Yes	6 + Board Office	6%	No
Markham	Yes	22	23%	No – but may do so in the future
Vaughan	No	35	38%	n/a
Richmond Hill	Yes	13	14%	Yes
East	Yes	2	2%	No
Gwillimbury				
Whitchurch – Stouffville	No	2	2%	n/a
King	No	3	3%	n/a
Georgina	Some*	4	4%	No (*only collect from one catholic school that is attached to their community centre)
Newmarket	No	7	8%	n/a
Total		93	100%	

Source: YCDSB website for number and location of schools & communication with area municipalities to determine whether collections services are provided, April 2007

It is worthy to note that school recycling can be problematic, as contamination levels can become quite high. It is not uncommon to find partially full juice boxes, pop cans, food trays containing beverage/food waste in the recycling containers set out for collection. As a result, set outs may become odorous and may be messy when collected due to the liquid waste.

Going Forward - City of Vaughan Option for YCDSB

As noted previously, the YCDSB is required to provide a source separation and waste reduction plan in place for all catholic schools in the Region of York. In order to have this plan in place, they also have to secure a collection service for recycling. The recommendation set forth in this report provides an option for the YCDSB to pursue (specific to Vaughan), if they so desire.

In seeking out a price for this service with our contractor, City staff asked for a cost for a dedicated service run and a cost for adding the 35+ catholic school locations onto the existing curbside residential runs. Not surprisingly, piggy backing the catholic school locations onto the

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curbside residential run was less expensive. The collection requirements for the schools will be the same as for the residential sector receiving curbside collection, save and except the requirement for the schools will be to use the 90 – 95 gallon recycling carts.

At the most recent meeting of the GVAC, staff reported back on its findings and costs associated with the provision of recycling services to the YCDSB. In turn, the GVAC recommended that the City offer recycling collection to the YCDSB on a cost recovery basis. In addition to the recovery of costs aspect, staff have also included other conditions necessary to ensure that the program is successful and requires the YCDSB to take an active role in this program.

Based on the recommendation from the GVAC, and staff's further input, It is recommended that the City offer recycling collection services to the YCDSB on the following basis:

- That the service is provided on a full cost recovery basis, plus City administration costs and applicable taxes;
- That a recycling program be implemented in all YCDSB schools in Vaughan, regardless of the number of persons enrolled in the school;
- That all of the City's set out requirements for recycling are met, and that chronic failure to meet any aspect of the City's collection requirements (i.e. contamination due to food waste & plastic bags, set out time etc.) or any of the conditions set out in this report may result in temporary suspension or termination of collection services;
- That collection occur once a week, on days and times designated by the City;
- That collections occur curbside only, i.e. collection vehicles will not enter onto school property to provide collection services;
- That collections will be done using the 90 – 95 gallon cart system only. To ensure compatibility with the City's collection vehicles, all recycling carts are to be purchased from the City of Vaughan (at cost);
- That the recycling program in the schools include all materials that are currently accepted in the City's blue box collection program, including all fibre products;
- That YCDSB accept all responsibility for issues as a result of vandalism, knocked over carts, or similar type calls concerning recycling containers at the schools;
- That any concerns or issues the YCDSB may have with respect to the City's recycling program and/or the collection services be directed to the staff in the City's waste management section;
- That a designated person at the YCDSB be responsible for educating the schools' custodial / maintenance staff about the City's recycling program and set out requirements;
- That the YCDSB actively promote recycling in their schools located in Vaughan and prepare and supply promotional material for the schools and that this material be consistent with the City of Vaughan's collection programs; and,
- That the City reserves the right to terminate recycling collection services at YCDSB's schools located in Vaughan at any time, provided that the City issue a 60 day notice in advance of termination date.

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The intent of the numerous conditions identified above is to:

- avoid any additional costs to the City;
- ensure matters related to vandalized containers (eg. full toters being knocked over onto the road) are addressed by YCDSB staff and not City staff;
- ensure YCDSB are making a concerted effort to recycle in the schools; and,
- to articulate some of the more significant aspects of our collection program.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision:

A-1 "Pursue Excellence in the Delivery of Core Services"

A-3 "Safeguard Our Environment"

D-2 "Develop Internal/External Collaborative Solutions"

D-4 "Communicate Effectively"

Regional Implications

Should the YCDSB wish to pursue the offer by the City to provide collection services at their schools, there will be an increase in materials delivered to the Region's facility. Depending upon the "cleanliness" of the materials from the schools, there is a possibility of higher contamination of the material brought in to the Region's Material Recovery Facility.

Conclusion

The recommendation is consistent with the intent of the GVAC's recommendation to offer recycling services to the YCDSB on a cost recovery basis. This service offered in this report is intended to provide the YCDSB an option as it relates to recycling collection at catholic schools located in Vaughan.

The conditions developed by staff are intended to safeguard the City from any costs, while ensuring the YCDSB is making concerted efforts to promote recycling in its schools.

Attachments

N/A

Report prepared by:

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

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 24, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

24

**VILLAGE GREEN DRIVE
TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That this report be received for information purposes.

Economic Impact

None.

Communications Plan

Staff held a public meeting with the residents of Village Green Drive on February 22, 2007. The residents formed a Traffic Committee at the meeting. The residents will be advised of Council's decision in this matter by means of an e-mail to the Committee Chair.

Purpose

To investigate the speeds, volumes, and infiltration rates on Village Green Drive and Orr Avenue in response to Council direction.

Background - Analysis and Options

This report is meant to provide a status update of the traffic studies in progress on Village Green Avenue and Orr Avenue.

At its meeting on December 18, 2006 Council directed:

- “1. That Engineering staff be requested to conduct the necessary traffic studies on Village Green Avenue and Orr Avenue and report on those findings.***
- 2. That staff proceed to establish a traffic calming committee for Village Green and to proceed as per policy and procedure.”***

Village Green Drive and Orr Avenue are feeder roads with a 23 metre right-of-way with 11.5 metres of pavement travel width. The existing speed limit on Village Green Drive is posted at 40 km/h. The speed limit on Orr Avenue is a statutory 50 km/h. There are existing all-way stop controls on Village Green Avenue at Woolacott Road and Velmar Drive (east and west intersections). Refer to Attachment No. 1.

Staff placed Automatic Traffic Recorders on Village Green Drive and Orr Avenue from Monday, April 23, 2007 through to Friday, April 27, 2007. The collected speeds and volumes are summarized in the table below:

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Location	Eastbound		Westbound	
	Average Speed	Average Daily Volume	Average Speed	Average Daily Volume
Village Green Avenue east of Lipa Drive	44 km/h	1657 veh/day	44 km/h	1835 veh/day
Orr Avenue west of Kimber Crescent, (east intersection)	38 km/h	843 veh/day	38 km/h	849 veh/day

According to the Transportation Association of Canada, a feeder road is designed to carry up to 8000 vehicles per day. The volumes on Village Green Drive and Orr Avenue are well below this 8000 vehicle threshold.

According to Council's approved traffic calming policy, speed humps are warranted when the collected speeds are 10 km/h above the speed limit. The collected speeds on Orr Avenue and on Village Green are less than 10 km/h above the posted speed limit. Village Green Drive and Orr Avenue are primary response routes.

Staff conducted an infiltration study in the morning on Tuesday, April 24, 2007, and in the evening on Thursday, April 26, 2007. The results of the infiltration study are summarized below:

<u>Infiltration Pattern</u>	7:00 – 9:00 AM		4:00-6:00 PM	
	<u>Inbound Volume</u>	(# of Vehicles) % of <u>Entering Traffic</u>	<u>Inbound Volume</u>	(# of Vehicles) % of <u>Entering Traffic</u>
Rutherford Road / Babak Boulevard to Astona Road	84	(6) 7%		
Rutherford Road / Velmar Drive to Astona Road	410	(80) 19 %		
Weston Road / Astona Boulevard to Babak Boulevard or Velmar Drive			388	(77) 19%

Infiltration is considered to be an issue when the infiltration rates exceed 30%. For all three locations, the infiltration is below the 30% threshold.

Existing Traffic calming measures and traffic control devices on Village Green Drive include an all way stop at Velmar Drive (east intersection), with a median planned on the south leg, a speed hump between Lipa Drive and Windrose Court, an all-way stop at Village Green Drive and Windrose Court, a speed hump between Novaview Crescent east and west intersections, and an all-way stop with medians at Village Green Drive and Velmar Drive (west intersection).

Existing traffic calming measures and traffic control devices on Orr Avenue include a speed hump between Siderno Crescent (east intersection) and Colavita Court, a speed hump between Siderno Crescent (west intersection) and Kimber Crescent (east intersection), an all-way stop at Orr Avenue and Colucci Drive, a speed hump between Colucci Drive and Kimber Crescent (west intersection), an all-way stop at Orr Avenue and Babak Boulevard, and curb bump-outs at Orr Avenue and Babak Boulevard.

A public meeting was held with the residents of Village Green Drive on Thursday, February 22, 2007. The residents formed a traffic calming committee. The committee has submitted their plan to City staff, who are currently reviewing the Committee's requests. Staff will respond to the committee members by June 30, 2007.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

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Relationship to Vaughan Vision 2007

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that this report be received for information purposes.

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.)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 25, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

25

ASSUMPTION – BELVEDERE ESTATES, PHASE 2 19T-94037 / 65M-3454

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3454 and that the municipal services letter of credit be released.

Economic Impact

Upon assumption of this development, approximately 0.3 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Communications Plan

Not applicable.

Purpose

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

Background - Analysis and Options

The 26 lot development is a residential subdivision. The development is located south of Rutherford Road and west of Clarence Street as shown on Attachment 1.

The Subdivision Agreement was signed on October 26, 2000. The municipal services in Plan 65M-3454 were installed in July 2000 and the top course asphalt was placed in September 2003.

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

Relationship to Vaughan Vision 2007

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 25, CW Report No. 34 – Page 2

Regional Implications

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

Conclusion

It is therefore appropriate that the municipal services in 65M-3454 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

26

Recommendation

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3362 and that the municipal services letter of credit be reduced to \$10,000.

Upon assumption of this development, approximately 2.4 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Not applicable

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

The 222 lot development is a residential subdivision. The development is located west of Jane Street and north of Major Mackenzie Drive as shown on Attachment 1.

The Subdivision Agreement was signed on August 12, 1999. The municipal services in Plan 65M-3362 were installed in July 1999 and the top course asphalt was placed in June 2003.

Del Francesco Way is a local street located along the south end of the subdivision and was constructed in conjunction with the development immediately to the south. This street is not ready to be assumed due to the incompleteness of the development on the south side of the road within the neighbouring subdivision.

 $\dots/2$

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 26, CW Report No. 34 – Page 2

Relationship to Vaughan Vision 2007

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

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

Regional Implications

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

Conclusion

It is therefore appropriate that the municipal services in 65M-3362 be assumed and the municipal services letter of credit be reduced to \$10,000. Once the streetscape plantings are maintained to the satisfaction of the City, the municipal letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

27 ASSUMPTION – MAJOR SOUTH, PHASE 1, VELLORE WOODS BOULEVARD ONLY
19T-97V28 / 65M-3363

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3363 and that the municipal services letter of credit be released.

Economic Impact

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

Communications Plan

Not applicable.

Purpose

Vellore Woods Boulevard within the Major South Phase I subdivision has been completed and is ready to be assumed by the City.

Background - Analysis and Options

There are no lots fronting this street. The development is located east of Weston Road and north of Rutherford Road as shown on Attachment 1.

The Subdivision Agreement was signed on September 8, 1999. The municipal services in Plan 65M-3363 were installed in May 1999 and the top course asphalt was placed in June 2003.

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

Relationship to Vaughan Vision 2007

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 27, CW Report No. 34 – Page 2

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

Regional Implications

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

Conclusion

It is therefore appropriate that the municipal services in 65M-3363 be assumed and the municipal services letter of credit be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 28, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

28

ASSUMPTION – MAPLEWOOD RAVINES, PHASE 2 19T-94023 / 65M-3201

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3201 and that the municipal services letter of credit be reduced to \$20,000.

Economic Impact

Upon assumption of this development, approximately 1.2 lane kilometers of roadway and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and public highways that may include roads, sewers, watermains, street lighting, streetscaping, storm water management ponds, parks, etc.

Communications Plan

Not applicable.

Purpose

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

Background - Analysis and Options

The 73 lot development is a residential subdivision. The development is located west of Dufferin Street and south of Kirby Road as shown on Attachment 1.

The Subdivision Agreement was signed on May 26, 2004. The municipal services in Plan 65M-3201 were installed in September 2003 and the top course asphalt was placed in July 2005.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Development / Transportation Engineering Department is requesting that \$20,000 be held back in securities for lot grading of four lots which are currently being developed. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 28, CW Report No. 34 – Page 2

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

Regional Implications

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

Conclusion

It is therefore appropriate that the municipal services in Registered Plan 65M-3201 be assumed and the municipal services letter of credit be reduced to \$20,000. Once the completion of the grading works have been completed to the satisfaction of the City, the municipal services letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 29, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**29 ASSUMPTION – MUNICIPAL DRAINAGE DITCH – KEELE STREET AND HIGHWAY NO. 7
PART 1 ON PLAN 65R-27115**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Development Agreement for Part 1 on Plan 65R-27115 and that the municipal services letter of credit be reduced to \$9,400.00.

Economic Impact

Upon assumption of these municipal services, approximately 450 metres of a storm drainage ditch adjacent to the north side of Highway No. 7 and associated municipal infrastructure will be added to the City of Vaughan's system. There will be a future cost associated with the operation and long-term maintenance of the additional inventory of lands and ditching.

Communications Plan

Not applicable

Purpose

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

Background - Analysis and Options

The development is located north of Highway No. 7 and west of Keele Street as shown on Attachment 1.

The Development Agreement was signed on January 7, 2005.

All the documentation required by the Development Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Parks Development, Development Planning and Clerks. The Parks Operations and Forestry Department is requesting that \$9,400.00 be held back in securities for the guarantee of plantings. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this development have been met.

Relationship to Vaughan Vision 2007

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 29, CW Report No. 34 – Page 2

Regional Implications

There are no Regional implications with respect to the assumption of the municipal drainage ditch located within the City's easement.

Conclusion

It is therefore appropriate that the municipal services within Part 1 on Plan 65R-27115 be assumed and the municipal services letter of credit be reduced to \$9,400.00. The letter of credit will be released once the plantings are completed to the satisfaction of the City.

Attachments

1. Location Map

Report prepared by:

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

VR/fc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 30, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

30

ASSUMPTION – BKY RANCH, PHASE 3 19T-01V03 / 65M-3620

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services in the Subdivision Agreement for Plan 65M-3620 and that the municipal services letter of credit be reduced to \$6,500.

Economic Impact

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

Communications Plan

Not applicable.

Purpose

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

Background - Analysis and Options

The 58 lot development is a residential subdivision. The development is located north of Rutherford Road and west of Islington as shown on Attachment 1.

The Subdivision Agreement was signed on October 28, 2002. The municipal services in Plan 65M-3620 were installed in June 2002 and the top course asphalt was placed in August 2005.

All the documentation required by the Subdivision Agreement for assumption has been submitted. The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Engineering Services, Public Works, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. The Development Planning Department is requesting that \$6,500 be held back in securities for minor repairs to the stormwater management pond. The Reserves and Investments Department has also confirmed that all of the City's financial requirements regarding this subdivision have been met.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

There are no Regional implications with respect to the assumption of the municipal works within this subdivision development.

Conclusion

It is therefore appropriate that the municipal services in 65M-3620 be assumed and the municipal services letter of credit be reduced to \$6,500. Once the pond rectification works are completed to the satisfaction of the City, the municipal letter of credit will be released.

Attachments

1. Location Map

Report prepared by:

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

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

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Item 31, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**31 NEW WESTMINSTER DRIVE AT ST. ELIZABETH HIGH SCHOOL
 PROPOSED PEDESTRIAN SIGNAL**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007, be approved; and**
- 2) That the written submission of Ms. Catherine Rosenberger, Principal, and Ms. Patricia Murphy Masse, Catholic School Council Chair, St. Elizabeth Catholic High School, 525 New Westminster Drive, Thornhill, L4J 7X3, dated June 18, 2007, submitted by Councillor Yeung Racco, be received.**

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a pedestrian signal not be installed on New Westminster Drive in front of St. Elizabeth High School.

Economic Impact

None.

Communications Plan

City staff has received correspondence from the Parent Council that a pedestrian signal is needed to cross New Westminster Drive in front of the school. Engineering staff have monitored this area in the past and have indicated low pedestrian activity. The Parent Council will be informed of Council's decision regarding this matter.

Purpose

To review the feasibility of implementing a pedestrian signal on New Westminster Drive in front of St. Elizabeth High School.

Background - Analysis and Options

At its meeting on September 25, 2006 Council directed:

“That staff investigate the need for and feasibility of a pedestrian signal or crosswalk along New Westminster Drive in the vicinity of St. Elizabeth High School.”

New Westminster Drive is a major collector roadway with a 26.0 metre right-of-way and two travel lanes in each direction. The existing speed limit on New Westminster Drive is posted at 40 km/h from Centre Street to Clark Avenue. St. Elizabeth High School is located on the east side of New Westminster Drive north of Clark Avenue. The area is shown on Attachment No. 1.

A pedestrian signal study was conducted on Thursday, May 10, 2007 on New Westminster Drive in front of St. Elizabeth High School. The studies were conducted from 7:00am to 9:00am and from 2:00pm to 5:00pm. The Council-approved Pedestrian Signal Criteria has the afternoon

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study times to be conducted from 3:00pm to 6:00pm. This pedestrian signal study was modified to 2:00pm to 5:00pm to account for the earlier afternoon dismissal time at St. Elizabeth High School.

On the day of the traffic studies the weather was clear and the roads were dry. The collected pedestrian volumes compared to the Council-approved Pedestrian Signal Criteria as shown below.

Time Period	May 10, 2007
7:00am to 9:00am	8
2:00pm to 5:00pm	52
Total Crossing Activity	60

For a pedestrian signal control to be warranted on a 26.0 metre right-of-way roadway, a minimum of 200 pedestrians crossing the street during the 5 peak pedestrian crossing hours must be met. The results of the pedestrian study do not meet the requirements of the Pedestrian Signal Criteria. The above results reflect the highest 5 peak pedestrian crossing hours in front of St. Elizabeth High School. All 60 of the pedestrians noted above were high school age students.

In addition, criteria #5 of the Pedestrian Signal Criteria states a pedestrian signal should not be considered where an opportunity for a safe crossing exists within 150 metres to either side of the proposed pedestrian signal location (e.g. at existing all-way stop controlled intersection or traffic signal controlled intersection).

The proposed pedestrian signal is approximately 150 metres from both the signalized intersections of New Westminster Drive and Clark Avenue, and of New Westminster Drive and Brownridge Drive. Either intersection would provide a safe crossing environment for pedestrians.

Previously, Engineering staff conducted pedestrian crossing studies on May 25, 2006 and September 23, 2004 to determine the number of students crossing New Westminster Drive at St. Elizabeth High School. The time periods conducted were 7:45am to 8:45am, and from 2:15pm to 3:15pm. The results are shown in the table below.

Time Period	May 25, 2006	September 23, 2004
7:45am to 8:45am	25	18
2:15pm to 3:15pm	47	51
Total Crossing Activity	74	69

The number of pedestrians crossing New Westminster Drive has decreased from the study completed in 2006 to the study completed in 2007 (74 to 60).

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.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that a pedestrian signal control not be installed on New Westminster Drive in front of St. Elizabeth High School.

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Attachments

1. Location Map

Report prepared by:

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

MR:mc

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

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Item 32, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

32

**MARTIN GROVE ROAD & BELLONA STREET
PEDESTRIAN SIGNAL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commission of Engineering & Public Works recommends:

1. That the Pedestrian Signal at Martin Grove Road & Bellona Street Intersection be relocated to the Intersection of Martin Grove Road & Jackman Crescent (South leg);
2. That the estimated \$20,000 relocation cost be funded out of the Traffic Signal program as proposed in the 2007 Capital Budget; and
3. That Engineering Services staff contact those directly affected residents to ensure their support of the Pedestrian Signal new location.

Economic Impact

There is no additional economic impact to the Capital Budget. There are sufficient funds in the 2007 Traffic Signal Program for this relocation.

Communications Plan

There has been on-going discussions and correspondence related to the location of the subject Pedestrian Signal from many varied sources in the affected Community. Staff were directed to hold a Public Meeting to discuss the installation location with area residents. Upon Council's decision in the matter, the West Woodbridge Homeowners Association will be advised of the outcome. Further, local affected residents will be informed of construction activities by means of the Engineering Services standard "C" letter to be circulated in advance of the work commencing.

Purpose

To advise Council of the outcome of the Community Meeting and that the pedestrian signal at its present location will be relocated to the Martin Grove Road and Jackman Crescent (south leg) intersection.

Background - Analysis and Options

The Engineering Services Department has received comments that the Pedestrian Signal on Martin Grove Road at Bellona Street, constructed in Summer, 2006, has not been installed in the correct location. (See Attachment 1 for Location Map). Prior to this Report, staff had previously reported in September, 2006. (Item 59, Report 43, Committee of the Whole, September 18, 2006) on the implications and costs of relocating the Pedestrian Signal.

At its meeting of February 26, 2007 Council directed:

"That this matter be referred to staff to schedule and attend a community meeting at Father Ermanno Bulfon Community Centre as soon as possible to discuss the matter and report back to a future Committee of the Whole meeting."

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A meeting was convened in the evening of May 22, 2007, at St. Clements Catholic Elementary School. There were eleven attendees present including seven residents, (one resident that lives out side the circulated Notice area), two Councillors and one staff representative. Background information to the undertaking was provided from staff and residents were then invited to ask questions and comment on the Pedestrian Signal installation.

While much of the discussion was focused on the history of the project, there was a clear desire on the residents' part, to have the signal relocated (See Attachment No.3). More specifically, there was consensus that a crossing at the south leg of Jackman Crescent and Martin Grove Road intersection in the vicinity of the walkway to Father Ermanno Bulfon Community Centre was the most appropriate location. The residents felt this location provided the safest and most visible crossing to the facility of interest for the seniors' patron group in particular. Traffic Engineering staff recommend that those directly affected residents two on the west side of Martin Grove Road south of Jackman Crescent, one at the north west corner of Martin Grove Road and Jackman Crescent and one on the east side of Martin Grove Road, north of the new proposed location be contacted to solicit their input of the Pedestrian Signal new location.

Staff have previously estimated that to relocate the current installation to Jackman Crescent there is an associated cost estimated at \$20,000. It would be the intent, upon Council approval, to revise the design(s) and secure the necessary approvals, tender the work with the 2007 Traffic Signal Projects, and undertake the Pedestrian Signal relocation by 2007 year end.

A secondary issue raised at the meeting concerns the existing lighting levels at the Martin Grove Road Road/Bellona Street on an intersection. Engineering Services staff will review the conditions and take appropriate action, as applicable.

Relationship to Vaughan Vision 2007

This report recommends a change from the priorities previously set by Council.

Regional Implications

Not applicable.

Conclusion

Based on the results of the Public Meeting, it is appropriate to relocate the subject Pedestrian Signal from the current location at Martin Grove Road and Bellona Street intersection to the south leg of Martin Grove Road and Jackman Crescent intersection. It is also recommended that the associated costs be funded out of the 2007 Traffic Signal program.

Attachments

1. Location Map
2. Item 59, Report 43, Committee of the Whole, September 18, 2006
3. Letter from St. Peter's Catholic Church

Report prepared by:

Gary P. Carroll, P.Eng., Director of Engineering Services, ext 3101
Mike Dokman, Supervisor Traffic Engineering, ext 3118

GPC: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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33

**AWARD OF TENDER T07-034
PINE VALLEY DRIVE AND KIPLING AVENUE
RURAL ROAD UPGRADES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 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 T07-034 for the Pine Valley Drive and Kipling Avenue Rural Road Upgrades be awarded to Gazzola Paving Ltd. In the amount of \$1,229,992.86, plus G.S.T.;
 2. That a contingency allowance in the amount of \$125,000.00, 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 URS Canada Inc. to provide contract administration and construction inspection services including geotechnical and material testing and disbursements at an estimated cost of \$75,812.00, plus G.S.T; and
 4. That a contingency allowance in the amount of \$8,000.00, plus G.S.T. be approved for contract administration and inspection within which the Commissioner of Engineering and Public Works or his designate is authorized to approve additional engineering services.
5. That the Mayor and Clerk be authorized to sign the appropriate documents.

Economic Impact

The total cost of \$1,482,000.00 for the project falls within the approved budget amount \$8,231,000 and as such, there is no additional economic impact to the 2007 Capital Budget.

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

Communications Plan

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

Purpose

Council approval to award Tender T07-034, Pine Valley Drive and Kipling Avenue Rural Road Upgrades.

Background - Analysis and Options

The work covered under this contract includes the upgrading of Pine Valley Drive from Kirby Road to King-Vaughan Road and Kipling Avenue from Teston Road to Kirby Road (Capital Budget EN-1654-07) involving ditching and drainage improvements, grading and Hot mix asphaltting. (See Attachment No. 1 for project location).

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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 May 22, 2007. A total of 13 sets of bid documents were picked up from Purchasing Services Department, and the following 7 bids were received.

<u>Contractor</u>	<u>Total Bid Amount (excl. G.S.T.)</u>
Gazzola Paving Ltd.	\$1,229,992.86
Pave-It Limited	\$1,263,819.12
Graham Bros. Construction Limited	* \$1,284,006.98
Metric Contracting Services	\$1,356,761.00
Fermar Paving Ltd.	\$1,357,168.95
K.J. Beamish Construction Co. Limited	\$1,446,626.00
Lafarge Paving & Construction Limited	\$1,530,821.88

* Corrected for arithmetic error.

The estimated cost for this project including contract administration, inspection and testing, a contingency allowance and all applicable taxes (G.S.T. is 100% recoverable) is \$1,482,000.00 and is calculated as follows:

Gazzola Paving Ltd. (excluding G.S.T.)	\$1,229,992.86
Contingency Amount (approx. 10%)	\$ 125,000.00
Contract Administration and Inspection including	
Geotechnical Inspections and Material Testing (estimated)	\$ 75,812.00
Contingency amount (Contract Administration and Inspection)	\$ 8,000.00
Sub-Total	\$1,438,804.86
G.S.T. (6% amount is 100% recoverable)	\$ 86,328.29
Treasury Administration (3%)	\$ 43,164.15
Total	\$1,568,297.30
Less G.S.T. Recoverable	\$ (86,328.29)
Net Total Cost	\$1,481,969.01

ROUNDED \$1,482,000.00

Engineering staff and the City's consultant, URS Canada Inc. have reviewed the submitted bids and are satisfied that Gazzola Paving 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, Gazzola Paving 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

Region of York Transportation and Works Department will be advised of this City of Vaughan project.

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Conclusion

Sufficient funding is available in the 2007 Capital Budget (Project EN-1654-07) to complete the project. Staff recommend that this contract be awarded to Gazzola Paving Ltd. in the amount of \$1,229,992.86, plus G.S.T.

Attachments

1. Location Map

Report prepared by:

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

PM:mc

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 34, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

34

TENDER AWARD – T07-041 CRACK ROUTING & SEALING

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

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

1. That Tender T07-041, for Crack Routing and Sealing be awarded to Metro Asphalt Sealer & Repairs Ltd. of Concord, Ontario; and,
2. That staff be authorized to perform additional crack routing and sealing up to the proposed budget value of \$207,000; and,
3. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

Sufficient funds to cover the cost of the Crack Routing and Sealing are budgeted for in the draft 2007 Operating Budget.

The estimated value of the crack routing and sealing contract is \$120,098.00 per annum, with an estimated total value of \$480,392.00 over the four year life of this contract (2 years + 2 one year optional extension).

Although the funds have been included in the draft 2007 Operating Budget, the necessary resources have not been formally allocated and approved.

Communications Plan

Tender T07-041 was advertised in the Vaughan Citizen (City Page), on OPBA and on the Electronic Tendering Network (ETN).

Purpose

The purpose of this report is to award tender T07-041 for Crack Routing & Sealing.

Background - Analysis and Options

As noted in a previous report on the City's Pavement Management Program, crack routing and sealing is an important preventative maintenance procedure that will extend the life of the City's asphalt roads and prevent premature failure of the asset.

As the City does not own the necessary equipment to perform this work in-house, it is contracted out. In completing this work, the contractor will be preparing and sealing both transverse and longitudinal cracks, up to approximately 19 mm in width and 19 mm in depth on the asphalt roadways at various locations throughout the City of Vaughan.

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Tender T07-041 was advertised on Thursday May 17, 2007 in the Vaughan Citizen (City Page), on OPBA and on the Electronic Tendering Network (ETN), and closed on Thursday, May 31st, 2007. A total of three documents were picked up from the Purchasing Department, with a total of three bids submitted.

Bidders were required to provide a “per linear meter” unit price based on a quantity of linear meters completed in previous years. The lowest bidder, Metro Asphalt Sealer & Repairs Ltd. of Concord, Ontario, submitted a total bid price of \$120,098.00 including G.S.T.

The following are the results of the tender opening:

BID RESULTS FOR T07-041 CRACK ROUTING AND SEALING		
Bid Rating	Contractor	Total including G.S.T.
1.	Metro Asphalt Sealer & Repairs Ltd.	\$120,098.00
2.	Road Savers 2000 Ltd.	\$138,754.00
3.	Multiseal Inc.	\$181,896.00

The 2007 draft Operating Budget contains \$207,000 for crack routing and sealing. In previous years, staff could not complete all of the necessary work due to the budget amounts and bid prices. Since the lowest submitted bid price is lower than previous years' costs, the Public Works Department will be able to complete more linear meters of crack repairs, and better meet the work program developed by the Pavement Management Program.

Submitted prices will remain firm for 2 years with two additional one year optional extension periods with CPI price increases, subject to the City of Vaughan's satisfaction with the contractor's performance, and the approval of funding.

Staff have checked the bids for mathematical errors and checked references. Metro Asphalt Sealer & Repairs Ltd., a Division of Vaughan Paving, has been performing crack routing and sealing for the City's Public Works Department for the past 2 years to staff's satisfaction. Accordingly, it would be appropriate to award contract T07-041 to Metro Asphalt Sealer & Repair Ltd.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, and relates to Vaughan Vision A-1 “Pursue Excellence in the Delivery of Core Services”, and B-3 “Revitalize Infrastructure”.

Regional Implications

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

Conclusion

Contract T07-041 “Crack Routing and Sealing” will allow the City to apply much needed platform maintenance to its asphalt road network and help postpone costly road replacement.

Based on prices submitted, it is recommended that Tender T07-041 for Crack Routing and Sealing be awarded to Metro Asphalt Sealer & Repairs Ltd. of Concord, Ontario.

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Attachments

N/A

Report prepared by:

Tina Di Biase
Technical Co-ordinator

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Item 35, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

35 AWARDING OF OPTIONAL EXTENSION PERIOD – CONTRACT T05-150 RESIDENTIAL DRIVEWAY WINDROW CLEARING PART A & B

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering & Public Works, in consultation with the Purchasing Services Department, recommends that the option to extend Contract T05-150 for the third winter season be exercised, with cost increases as permitted in the contract.

Economic Impact

Funding in the order of \$854,000 has been included in the draft 2007 Operating Budget to cover the cost of this work until December 31, 2007.

The contract has a cost escalation clause in it which is tied to the May year-over-year Consumer Price Index. Although the May index has not yet come out, the April 2007, the index was 1.8%, and the May index is not expected to be significantly different.

By awarding this extension, this will commit the City to funding the January 1 – March 31, 2008 portion of the winter season prior to the 2008 Operating Budget approval. Based on an estimated 2% Consumer Price Index adjustment, the cost for the Jan. 1 – March 31, 2008 time period would be approximately \$618,900, and includes \$513,100 in vehicle standby costs, and \$105,800 in estimated hourly operating costs.

Purpose

To exercise the option of extending the existing Residential Driveway Windrow Clearing contract for the third and final winter season (2007/2008), as provided for in contract T05-150.

Background - Analysis and Options

In October 2005, both Part "A" and Part "B" of contract T05-150 for Residential Driveway Windrow Clearing was awarded to D. Crupi & Sons. Part "A" refers to the east side of the City, and Part "B" refers to the west side of the City of Vaughan. Part "A" is serviced with 19 units and Part "B" is serviced with 15 units. The contract was for one year, with two additional one year extensions based on the City's satisfaction with the contractor's performance and the approval of funding. The contract also has a price escalation clause that is tied to the Consumer Price Index.

The optional extension periods were invoked previously, and the 2007-2008 winter season is the final extension permitted under the contract. The contract has a Consumer Price Index escalation clause, and this will be on top of the 2006-2007 unit prices and is based on the Consumer Price Index for May 2007. All other terms and conditions of the contract would remain the same.

As the contract finishes at the end of March 2008, this work will then be re-tendered.

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Relationship to Vaughan Vision 2007

Exercising the one year extension, as provided for in the contract, is in accordance with Vaughan Vision A-2 “Promote Community Safety, Health & Wellness”, and A-5 “Plan & Manage Growth”.

Conclusion

In order to maintain the approved levels of service for winter road maintenance, it is recommended that the option to extend Contract T05-150 for the third and final year be exercised, including a price increase as provided for in the contract.

Attachments

N/A

Report prepared by:

Brian T. Anthony

CITY OF VAUGHAN

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Item 36, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

36

TENDER AWARD – T07-075 VALVE EXERCISING PROGRAM

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

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

Economic Impact

Funding in the order of \$50,000 has been included in the draft 2007 Water Budget to cover the cost of this work.

Although the funds have been included in the draft 2007 Water Budget, the necessary resources have not been formally allocated and approved.

Communications Plan

Tender T07-075 was advertised in the Vaughan Citizen (City Page), on the Ontario Public Buyers Association (OPBA) and on the Electronic Tendering Network (ETN), and closes on Tuesday, June 12, 2007.

Purpose

The purpose of this report is to inform Council of the Tender closing for Valve Exercising Program T07-075, on Tuesday, June 12, 2007.

Background - Analysis and Options

Valve excising is a necessary part of the City's waterworks system. The American Water Works Association (AWWA) standards require all municipal owned valves be exercised throughout the City's infrastructure on a rotational basis, once per year. By doing this work, it will increase the life of the valves and fittings. In order to complete this work, and minimize problems from taking place, the Public Works Department requires the assistance of contracted forces to exercise, test, and ascertain that each valve is operational. At the same time, it is necessary for the contractor to identify all deficiencies, including broken, inoperable, or lost valves, so water staff can schedule repairs in order to minimize disruptions of water services to customers.

A tender has been called (T07-075) for these services and it will close on Tuesday, June 12, 2007. Due to the timing of the Agenda deadlines, and the need to check references and mathematical calculations, staff will report the results of the tender to Council on Monday, June 25th, 2007, with the intent to begin the valve exercising program in July.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, specifically Vaughan Vision: A-1 "Pursue Excellence in the Delivery of Core Services", and A-2 "Promote Community Safety, Health & Wellness".

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Regional Implications

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

Conclusion

This report is to inform Council of the upcoming results for Tender T07-075 Valve Exercising Program, which is scheduled to close on Tuesday June 12, 2007. The results and recommendation will be presented to Council on their meeting of June 25, 2007.

Attachments

N/A

Report prepared by:

Tina Di Biase
Technical Coordinator, Public Works

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Item 37, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

37

CLASS ENVIRONMENTAL ASSESSMENT
KLEINBURG-NASHVILLE SERVICING STRATEGY MASTER PLAN

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 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. Notwithstanding the City's Purchasing Policy and Procedures, that the City retain the consulting engineering firm of KMK Consultants Limited to undertake the Class Environmental Assessment for the Kleinburg-Nashville Servicing Strategy Master Plan at an estimated engineering services fee of \$45,000; and
2. That the Mayor and Clerk be authorized to sign an engineering services agreement with KMK Consultants Limited for this work.

Economic Impact

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

Communications Plan

Notification and consultation with the public and all other stakeholders shall be provided at various stages of the Kleinburg-Nashville Servicing Strategy Master Plan Class Environmental Assessment (EA) project in accordance with the requirements of the Municipal Class EA Guidelines document as approved by the Ministry of the Environment.

Purpose

To seek authorization from Council to retain the consulting engineering firm of KMK Consultants Limited to undertake the City's Class EA for the Kleinburg-Nashville Servicing Strategy Master Plan.

Background – Analysis and Options

The Region of York has now completed its Class EA for water supply and storage and wastewater servicing capacity for the Kleinburg-Nashville Community. The Environmental Study Reports (ESRs) associated with water and wastewater servicing for Kleinburg-Nashville will be available for public viewing up to and including June 25, 2007 after which they will be filed with the Ministry of the Environment for final approval.

The preferred Regional servicing alternatives identified by the Class EA reports include the elimination of the existing communal wells and connection to the Region's Lake Ontario based water supply system. This involves a new watermain connection along Huntington Road from Rutherford Road to Nashville Road as well as a short watermain connection along Islington Avenue to the Woodbridge Expansion Area. A new elevated water storage tank will be constructed along the east side of Huntington Road north of Major Mackenzie Drive and south of Nashville Road.

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The wastewater servicing requirements for the Community will be addressed via expansion of the existing Kleinburg Nashville Water Pollution Control Plan (WPCP) on its existing site to a future capacity of 2,874 cubic metres per day. The proposed design concept will allow for additional sewage treatment capacity at the plant to meet effluent requirements for discharge to the Humber River.

In order for the Region to finalize the preferred servicing alternatives as identified above, analysis of the City's local infrastructure needs was required. This scope of work was included in the Region's contract with KMK Consultants Limited for the completion of the Region's EA. Funding for the City's portion of this undertaking has been secured from City-Wide Development Charges in the approved 2002 Capital Budget Project # 1420-0-02 for the City's Kleinburg-Nashville Servicing Strategy. The total approved Capital Budget for this project is \$75,000. The City's contribution for this servicing strategy under the Region's EA study is \$30,000.

Based on the completed Regional Class EA for Kleinburg and the associated preferred servicing alternatives identified at the Regional level, the City may now proceed to complete its local servicing strategy. This study should be completed within the context of a Master Plan Environmental Assessment, as described in the Municipal Engineers Association Class EA Guidelines resulting from;

- the need to comprehensively consider the City's local infrastructure requirements to support the planned growth within the Kleinburg-Nashville Community; and
- the likelihood that one or more of the proposed servicing projects will require completion of a Schedule 'B' Class EA; and
- the need for infrastructure crossings of the Humber River.

With completion of the Master Plan EA by the City, the requirements of Schedule 'B' projects would be met, and the projects could proceed to detailed design and implementation.

Staff would typically seek proposals from qualified engineering consultants to undertake this Environmental Assessment. However, KMK Consultants Limited has completed the Region's EA Study for Kleinburg-Nashville and has significant local knowledge of both Regional and City infrastructure requirements for the area. KMK Consultants Limited is a leading Ontario firm in Environmental Assessment work for municipal infrastructure projects and can work most effectively and efficiently in completing the City's Master Plan servicing strategy. In addition, KMK Consultants Limited can commence immediately on the project, which will facilitate meeting the on-going development schedules within the Kleinburg-Nashville Community. Accordingly, notwithstanding the City's Purchasing Policy and Procedures, it is recommended that KMK Consultants Limited be retained to undertake the Master Plan Class EA for the City's Kleinburg-Nashville Servicing Strategy in the amount of \$45,000. This cost also with the initial expenditure of \$30,000 can be accommodated within the previously approved 2002 Capital Project # 1420-0-02.

Relationship to Vaughan Vision 2007

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

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

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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

Completion of the City's Kleinburg-Nashville Servicing Strategy Master Plan Class EA may now proceed as a result of the Region's completed EA related to water and wastewater servicing capacity for the Kleinburg-Nashville Community. Funding for this study has been approved as part of the 2002 Capital Budget Project 1420-0-02. To facilitate the on-going and future planned development within the Kleinburg-Nashville Community it is recommended that KMK Consultants Limited undertake this study based on their completion of the Region's EA and their extensive local knowledge of the study area.

Attachments

N/A

Report prepared by

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

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Item 38, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

38 DRINKING WATER QUALITY STANDARDS – CONSULTANT ADDITIONAL FUNDING REQUEST

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

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

1. That BRI International Inc. and RV Anderson be sole-sourced to develop the City's Drinking Water Quality Management System, to meet the requirements of the Ministry of Environment's Municipal Drinking Water Licensing program, as outlined in the Safe Drinking Water Act, 2002; and,
2. That additional funds in the amount of \$41,500 from the water reserve be approved to carry out this work and,
3. That the inclusion of the matter on a public Committee or Council agenda with respect to increasing the capital budget identified as Drinking Water Quality Standards – Consultant Additional Funding Request is deemed sufficient notice pursuant to Section 2 (1) (c) of Bylaw 394-2002;

Economic Impact

In 2005, as part of the 2006 budget process, \$52,000 was requested under Capital account 1609-0-06 for this work. As the Ministry has released more details as to the Drinking Water Quality Management System and its requirements, the scope and size of the project has increased. The cost submitted by BRI International and their partner RV Anderson to perform this work has been estimated at approximately \$90,500 including taxes. Including the 3% finance admin fee and additional \$41,500 is required.

Communications Plan

Once the plans have been developed and implemented, they will form part of the City's every day procedures relating to the provision of drinking water and the operation of the system. In addition, these procedures will be audited by a third party to obtain accreditation and ensure compliance with the Ministry of Environment's (MOE's) requirements. Once approved, they will be posted in key buildings and made available on the web for public access.

Purpose

To hire BRI International Inc. and their partner RV Anderson to develop the City's Drinking Water Quality Management System, in accordance with MOE requirements.

Background - Analysis and Options

In order to obtain a Drinking Water License from the Ministry of Environment, the City must implement a Drinking Water Quality Management System (DWQMS), in accordance with the Province's Drinking Water License Program. The DWQMS must outline the owner/operating authority's processes and procedures for the overall management and operation of the drinking

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water system. In addition, the City must successfully pass an audit and receive an Accreditation “stamp” from a third party Accrediting body stating that they have fulfilled the requirements of the MOE’s DWEQMS.

In November of 2006, the MOE issued a draft guide on how to implement the Standard. The DWQMS is a combination of ISO 9000 (quality standard), ISO 14000 (environmental standard), and HACCP (Hazard Analysis Critical Control Points). There are 21 elements that must be addressed in the Standard.

As required by law, the City must implement Operational Plans and Quality Management Standards in order to obtain a Drinking Water License. Failure to obtain this license will result in fines to the City in the order of \$6,000,000 (max) for the first offence, and up to \$10M for subsequent offences.

As part of the process, the City must implement a Quality Management Standard in accordance with the DWQMS, develop and submit an Operational Plan with the Operating Authority, develop and submit a Financial Plan, ensure that the system is being operated by an Accredited Operating Authority, and ensure compliance with the terms and conditions of the license and its components.

In order to develop and implement such plans and procedures, a consulting firm that specializes in the development and implementation of quality management systems is required. BRI International (BRI) has done, and is doing, work for York Region and BRI has recently been awarded the contract with the Town of Markham to perform a strategic review and a gap analysis of the Town’s Waterworks as part of their DWQMS. The Town had set the maximum price to be paid for this work at \$40,000, and the bidders were reviewed on the basis of past experience in implementing DWQMS, corporate program delivery reviews and gap analysis, and development of corporate strategic initiatives. In addition, weighting was also given to qualifications and experience of the lead consultant, and the project delivery. Staff from the other York Region area municipalities are also discussing the use of BRI due to the interconnectivity of our drinking water systems. Through the work already done with York Region, BRI is also aware of how the drinking water systems are interconnected.

Based on all of the above, Public Works staff held discussion with BRI regarding not only performing a gap analysis like Markham went out to tender for, but for the entire DWQMS project. BRI came back with a detailed work plan at a cost of approximately \$90,500 including GST. Considering the cost to provide Markham with a gap analysis and a strategic review, Public Works would like to engage BRI and their partner RV Anderson to develop the City’s DWQMS at the submitted price of approximately \$90,500.

As part of the process, BRI as the lead consultant, and their partner RV Anderson, will work with various City staff to:

- Undertake a gap analysis
- Develop an implementation plan
- Develop operational plans (draft and final)
- Employee and Council awareness Training
- Conduct a “shadow” audit for pre-accreditation and assist in corrective actions for such audits
- Assist in corrective actions from Accreditation Audits

Schedule 1 of Regulation 188/07, requires the City to submit its plans by January 1, 2009. If work is commenced this summer, the City’s QMS and Operational Plans will be ready for an Accreditation Audit by January 1, 2009, and if revisions are required by the Ministry, any follow-up to meet these needs will form part of the deliverables of this project.

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In addition to Public works staff, this work will require the involvement of staff from Engineering Services, Development Engineering, Finance, Purchasing, Planning, Human Resources, and Legal. The time commitment for this project is large, but is necessary to ensure compliance with the Safe Drinking Water Act.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council and complies with Vaughan Vision:

A-1 Pursue Excellence in the Delivery of Core Services

A-3 Safeguard Our Environment

D-4 Communicate Effectively

Regional Implications

The awarding of this work will not impact the Region. Although the systems operate independently in the view of the MOE, they are tied together, and since BRI has worked with the Region, it will be beneficial to have some consistency in DWQMS with the Region.

Conclusion

By January 1, 2009, the City must submit their DWQMS to the MOE in order to be an accredited operating authority. BRI and RV Anderson will work with various City staff to develop the necessary plans and procedures to ensure compliance with the MOE's requirements.

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

Attachments

N/A

Report prepared by:

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

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Item 39, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By approving the recommendation of the Commissioner of Engineering and Public Works, dated June 18, 2007; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2007.

39

**TRAFFIC STUDY
VAUGHAN MILLS ROAD AND HUMBERVIEW DRIVE**

The Committee of the Whole recommends that this matter be referred to the Council meeting of June 25, 2007, and that staff provide a report addressing the concerns expressed in the written submission of Ms. Carrie Liddy, dated June 15, 2007, submitted by Councillor Carella.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That report be received for information; and
2. That York Regional Police be requested to provide enforcement of the existing posted 40 km/h speed limit on Vaughan Mills Road.

Economic Impact

None.

Communication Plan

The residents be advised of Council's decision in this matter by means of a return letter to the appropriate party.

Purpose

To investigate the nature and extent of traffic related concerns on Vaughan Mills Road in the vicinity of Humberview Drive, in response to Council direction.

Background - Analysis and Options

At its meeting on September 11, 2006 Council directed:

“ ... that appropriate staff be directed to conduct a traffic study in the vicinity of Vaughan Mills Road and Humberview Drive, to establish the extent and nature of traffic related concerns reported by local residents, including but not limited to vehicular speeding along Vaughan Mills Road, resulting in danger to motorists entering the intersection from Humberview Drive; and that staff provide recommendations for addressing such concerns if the substance thereof is confirmed by the study.”

Vaughan Mills Road is a feeder road with a 23 metre right-of-way with 11.5 metres of pavement travel width. The speed limit on Vaughan Mills Road is posted at 40 km/h. Humberview Drive is a cul-de-sac with a 20 metre right-of-way and 8.5 metres of pavement travel width and statutory 50 km/h speed limit

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Staff conducted a radar study on Vaughan Mills Road on Thursday, November 6, 2006, between the peak periods of 8:00 – 9:00 am, and 4:00 – 5:00 pm. The weather on the day of the study was overcast. The collected average speeds are summarized in the table below:

Direction	Morning	Evening
Northbound	53 km/h	54 km/h
Southbound	54 km/h	53 km/h

Staff collected further traffic data using Automatic Traffic Recorders from Monday, April 30, 2007 through to Friday, May 4, 2007. The average northbound and southbound speed for the five days was 50 km/h.

Additional traffic calming measures are not recommended for this location as it is a primary emergency response route and the average speed is not greater than 10 km/h above the posted speed.

There is an existing centre median on Vaughan Mills Road south of Humberview Drive to the bridge. North of the intersection there are painted road narrowings on both sides of the roadway.

There are no sight restrictions at this intersection and there is more than 65 metres of visibility in either direction, the minimum standard.

In order for an all-way stop control to be considered, it would have to meet the minimum Provincial warrant for installation. The three warrants are:

- Warrant 1 – Minimum Vehicular Volumes
- Warrant 2 – Accident Hazard
- Warrant 3 – Sight Restriction

There were no collisions reported from June 2005 through to June 2006, the last year for which collision data is available. In order to meet the minimum vehicular warrant, 120 vehicles would have to enter the intersection from the side street in the highest peak hour. As there are only 28 homes on Humberview Drive, this warrant will not be achieved. Further, given the geometrics of the roadway (eg. beginning of a curve, start of a downgrade), this location is not appropriate for an all-way stop control. However, with the configuration of this intersection, it may be appropriate to consider installation of an intersection advisory sign, in both directions at this location.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, no further action is required on Vaughan Mills Road in the area of Humberview Drive. York Regional Police will be requested to enforce the existing 40 km/h speed limit on Vaughan Mills Road.

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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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Item 40, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

40

NOISE ATTENUATION FENCING POLICY

The Committee of the Whole recommends:

- 1) That Clauses 1 and 4 of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007, be approved;
- 2) That staff provide a further report on the matter to a Committee of the Whole (Working Session) meeting in the Fall 2007.

Recommendation

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

1. That this report BE RECEIVED for information purposes; and
2. That the City of Vaughan's Policy respecting the replacement and/or repair of deteriorating noise attenuation fencing located on privately owned property be consistent with the current Regional Policy and the City's Property Standards By-law 409-99, thereby not funding any such repair or replacement work; and
3. That the Noise Attenuation Fencing Policy included as Attachment No. 1 be adopted by Council; and
4. That with the use of Summer Student staffing complements, a current inventory of all existing concrete noise attenuation fencing throughout the City be undertaken in order to establish a priority listing of all deteriorating walls requiring replacement based on their condition, public safety concerns and aesthetics; and
5. That once the inventory and priority listing is completed, Orders to Comply with the City's Property Standards By-law be issued to affected property owners requiring replacement of these fences and at no cost to the Municipality.

Economic Impact

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

Communications Plan

There is no public communications plan required resulting from the adoption of this report.

Purpose

This report has been prepared in response to Council's request respecting options available to establish a City policy for the repair and maintenance of noise attenuation fencing throughout the municipality.

Background – Analysis and Options

Item 50, Report No. 72, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 15, 2003, recommended:

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“That City of Vaughan staff, in consultation with other municipalities and the Region of York, be directed to bring forth to Committee of the Whole, a report regarding options available to establish a regional policy for the repair and maintenance of rear lot fences; and

That the City of Vaughan includes the option and impact of a local area charge for the repair and/or replacement of noise attenuation walls throughout the municipality.”

Noise Attenuation Fencing

Homes built on local residential streets that back onto either busy City collector roads or Regional arterial roads often have fencing along the rear property line adjacent to the right-of-way. These fences are required to act as noise barriers against ambient noise levels caused by high traffic volumes usually generated on the adjacent roadways. These rear lot, or flankage fences exist in numerous residential development areas throughout the City. As neighborhoods age, all fencing regardless of material, will deteriorate and eventually require repair and/or replacement. These fences are usually privately owned facilities on private property and the associated on-going maintenance is not assumed by the municipality.

In accordance with the subdivision agreement requirements between the developer and the City, noise attenuation fences are to be installed wholly on private property and not within the road allowance. Maintenance and upkeep are the responsibility of individual property owners. Also, provisions are typically made to have warning clauses registered on title, and be included in all Purchase and Sale Agreements to the homeowners stating that there is a need for such fencing and that all of the associated maintenance and repairs are solely the responsibility of the homeowner.

During the 1980's the majority of noise attenuation fences were constructed of pre-cast concrete posts and panels and were required to act as noise barriers against ambient noise levels caused by high traffic volumes generated on the busy roads. In many cases, now over 25 years since originally installed, they are deteriorating and require repair and/or replacement. The typical life expectancy of these pre-cast concrete walls is in the order of 30 years.

Consultation With Neighboring Municipalities and York Regional Policy

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

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

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

Potential hazards shall have owners directed by the local municipality as soon as the hazard has been identified by Regional forces to correct the problem within a fixed time period.

Failure to comply shall result in Regional Staff working with local municipal Staff to have unsafe sections dismantled and have removed materials either disposed of or stockpiled on or adjacent to the owner's property. All costs incurred will be back charged to the homeowner with the assistance of the governing local municipality via the local Property Standards By-law.

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Staff have consulted the Region on various, recent fencing repair/replacement petition requests received by residents and were advised that as the fences were on private property, it would be the sole responsibility of the respective homeowners to remove and replace the failing fence as per the Region's current Noise Mitigation Policy for Regional Roads.

As well, the City's Property Standards By-law 409-99 requires that all privately owned fencing be kept in structurally sound condition, in good repair and free of accident hazard.

In regards to financial assistance to the homeowner in the replacement of their deteriorating noise walls, the options of imposing a Local Improvement Charge and/or a Fees-For-Services charge were reviewed.

Local Improvement Charge

Ontario Regulation 119/03 permits local improvement work to be undertaken for constructing noise abatement works on a highway. Accordingly, a local improvement cannot be undertaken for replacement of the fencing on private lands. Therefore, in addition to other statutory requirements, the noise walls would have to be solely constructed on public property within the municipal right-of-way and the long term maintenance and repair would become the responsibility of the municipality.

Fees-For-Services

Section 391 of the Municipal Act authorizes a municipality to pass by-laws imposing fees or charges for services provided by, done by, or on behalf of the municipality. Under this scenario, 100% of the costs would be collected from the affected homeowners. If the noise fences were replaced on private property, 100% consent is required from all affected homeowners to enter onto the private lands and construct the fencing.

Interference with landscaping on private property would be of concern and the impacts to privately owned side yard fences which in most cases will physically connect to new noise fences would also be an issue. Currently the rear yard noise fences in some instances act as retaining walls and/or support structures for sheds and gardens. These situations may further complicate the removal and construction of new noise attenuation fencing.

A process would have to be established for consent of owners and authorization to enter onto private property for a contractor to perform the removal and replacement. Should the noise walls be replaced on public property, the concern that the City would be responsible for repair and long term maintenance applies.

Proposed Policy For The Replacement of Noise Attenuation Fencing

The costs associated with replacing and/or repairing noise attenuation fencing either under a Local Improvement or Fees-For-Services scenario would be the responsibility of the affected homeowners. It is therefore recommended that the City's Policy regarding the replacement and/or repair of deteriorating rear lot fencing or noise attenuation fencing located on privately owned property and adjacent to City rights-of-way, be consistent with the current Regional Policy and the City's Property Standards By-law 409-99; that is, the repair and/or replacement (and on-going maintenance) of these deteriorating fences shall be the sole responsibility of the individual homeowners. Refer to Attachment No. 1.

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Relationship to Vaughan Vision 2007

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

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

Regional Implications

There are no direct Regional implications resulting from the adoption of this report.

Conclusion

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

Implementing a “local improvement charge” or “fees-for-services by-law” under the Municipal Act to collect funds for the removal and replacement of new fencing and/or noise attenuation walls is permitted. However, given the amount of potential fence replacement required City-wide, the implementation of any policy allowing for noise fencing replacement by the municipality either via a local improvement charge or a fees-for-services by-law, would require significant increases in administrative and technical staff in order to effectively facilitate such a policy.

In order to eliminate potential public safety concerns due to severely deteriorating fences throughout the City it is recommended that with the use of approved summer student staffing complements, a current inventory of all existing concrete noise attenuation fencing throughout the City be undertaken in order to establish a priority listing of all deteriorating walls requiring replacement based on their condition, public safety concerns and aesthetics.

Once the inventory and priority listing is completed, Orders to comply with the City’s Property Standards By-law may be issued to affected property owners requiring the replacement of these fences at no cost to the Municipality.

Should Council concur with the recommendations of this report, the City’s policy for the repair and/or replacement of such noise attenuation fencing throughout the municipality would be consistent with York Region’s Traffic Noise Mitigation Policy and the City’s current Property Standards By-law.

Attachments

1. Noise Attenuation Fencing Policy

Report prepared by

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

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

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Item 41, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

41 ENFORCEMENT SERVICES WEBSITE / ON-LINE TICKET PAYMENT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated June 18, 2007:

Recommendation

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

That Groupe Techna be selected as the preferred Vendor; and,

That the Mayor and City Clerk be authorized to execute an Agreement.

Economic Impact

There is no economic impact to initiate the system. Customers will pay a \$2.00 per ticket fee to the vendor. Starting in 2008, there will be a \$1,700.00 annual service contract fee.

Communications Plan

The public can be advised of the ability to pay parking tickets on-line through the City Page and information added onto the City Website.

In addition, as new tickets are ordered, the website will be included as a payment option on the reverse side of the document.

Purpose

This report is to provide information on the Enforcement Services Website and the on-line parking ticket payment option.

Background - Analysis and Options

On December 12, 2005 (Item 21, Report 68), staff reported to Council on the costs of implementing an on-line ticket payment system. At that time, the number of vendors was limited and the estimated cost to the City would have been between \$10,000.00 - \$24,000.00.

Since that report, a number of vendors were identified and invited to present proposals. With the assistance of the ITM Department, staff had the opportunity to meet with three such vendors and review their proposals. These companies were: PayTickets.ca, Paymentus and Groupe Techna.

Pay Ticket.ca represented a significant cost to the City for installation and usage. The vendor could not use real-time data, which presented operational difficulties for City staff.

Paymentus indicated they would absorb the cost of development of a system, but there were unresolved issues around potential licensing costs of accessing data from different systems in order to use real-time data.

Groupe Techna also proposed a "no cost" installation for the City. This company did not have any licensing issues as they own part of the system already in use with the City of Vaughan.

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Process

The on-line payment process will be simple for the customer to use. The vendor's website will be seamlessly linked to the City website. The customer will enter the ticket and license plate number. The program will verify the fine owing and then invite the customer to pay via credit card. Should the customer select this option, a \$2.00 service charge will be added to the fine. This charge is subsequently paid to the vendor.

Once the transaction has been processed, the parking records in the City database will be automatically updated and an electronic receipt issued.

Groupe Techna is requesting a three year contract with a one year option. As stated, there is no initial cost to the City. The \$2.00 per transaction paid by the customer is paid to the vendor. Starting in 2008 there will be a \$1,700.00 annual service contract fee. This fee is to cover the cost of trouble shooting or upgrading software as required.

Groupe Techna is currently working with the ITM Department to facilitate a smooth launch and minimize any risks to the City.

It is anticipated that this service will be launched this summer or fall.

To coincide with the launch of this service, Enforcement Services staff, in conjunction with Corporate Communications, are launching a departmental website that is accessed through the main City website. This website provides a wide cross-section of information to the public, including:

- How to make a complaint, including an electronic complaint form;
- Parking information, including on-line payment, First Attendance process, and frequently asked questions;
- Useful links to other agencies, such as York Regional Police, RoadWatch and Greening Vaughan;
- The site can also be used for hot topics, such as graffiti, Tree By-law, Pesticide By-law;
- City By-laws will be available on-line.

This website will showcase the work performed by the Department, while providing a conduit for the public to access services offered by the Department.

Next Steps

In order to finalize the on-line payment process, the Agreement between Groupe Techna and the City needs to be signed. Legal Services has reviewed the contract.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision as it speaks to service excellence and innovative solutions.

The necessary resources have been approved and allocated.

Regional Implications

Not applicable.

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Conclusion

This expansion of technology in the Enforcement Services Department will enhance customer service by enabling on-line ticket payment.

Attachments

None

Report prepared by:

Tony Thompson
Senior Manager of Enforcement Services

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Item 42, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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PET LICENSES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated June 18, 2007:

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor, in conjunction with the Senior Manager of Enforcement Services, and in consultation with the Manager of Special Projects, Licensing and Permits and Risk Management, recommends:

That short-term canvassers be hired (summer students, etc.) as canvassers to solicit sales door-to-door for pet licenses within the City of Vaughan during the months of July and August; and,

That Corporate Communications include this information on the City Page and Website.

Economic Impact

There is no cost impact to this initiative. The canvassers are to be paid on a commission-only basis so the cost of having the canvassers will be recovered through the costs of licenses sold.

Communications Plan

The canvassers will have information to provide residents regarding the licensing of animals. In addition, a "media campaign" may be helpful to advise residents of the obligation on pet owners to purchase a license through the City Page and on the City Website.

Purpose

This report is to provide information regarding a proposal to have door-to-door canvassing for pet licenses.

Background - Analysis and Options

The City of Vaughan Animal Control By-law 53-2002, requires owners of dogs and cats to license the animals annually. Currently, licenses can be obtained from the Clerk's Department, participating veterinary offices, and our Animal Control contractor.

The exact number of dogs and cats in the City is not known. However, statistics provided in a recent study by the Pathwise Group would suggest that the City of Vaughan could have as many as 30,000 – 40,000 dogs or cats, living within its borders.

Historically, the number of licenses sold has represented only a very small fraction of this number, possibly as low as 3%. The table below indicates the data from the previous 3 years.

YEAR	DOG LICENSES	CAT LICENSES	TOTAL LICENSES	REVENUE
2004	1370	47	1417	\$3,936.40
2005	1433	37	1470	\$4,089.50
2006	1265	33	1288	\$3,778.50

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If all dogs and cats were licensed, at a rate of \$20.00, revenue would be almost sufficient to cover anticipated annual operating costs of a City-run Animal Control Shelter, including administration and enforcement. In order to begin to build data and ensure more pervasive licensing for future, the summer door-to-door canvassing is an opportunity to begin to raise awareness and sense of responsibility among pet-owners.

The low number of animal licenses in the City can be increased through the use of door-to-door canvassers, which improves the City's ability to ensure the return of stray animals, and begins to establish a more accurate picture of the number of dogs and cats in Vaughan. This approach, among others, was apparently used by the City of Vaughan many years ago, and has more recently been implemented by the Town of Aurora.

The concept is that the canvassers could provide information to homeowners who may not be aware of the requirements to license their dogs and cats, and also provide the opportunity for the residents to purchase a license at their door from the canvasser.

The cost of licenses for dogs and cats is \$20.00 per animal. Although discounts are available for dogs/cats that are spayed or neutered or micro chipped, such discounts will require attendance of the pet owner in person, for verification purposes.

A complete review of licensing rates will be undertaken in the fall.

Canvassers would be paid through commission only, receiving \$8.00 per license sold.

Canvassers will be provided training regarding appropriately interacting with residents.

Canvassers will be recruited from among summer students.

Relationship to Vaughan Vision 2007

This initiative supports excellence in service delivery.

Regional Implications

Not applicable.

Conclusion

Historically, only a small percentage of dogs and cats in Vaughan are licensed each year. This initiative will increase the number of animals properly licensed by the City, improving the success rate on returning strays, and ensuring licensing data is up-to-date.

Attachments

None

Report prepared by:

Tony Thompson, Senior Manager of Enforcement Services

CITY OF VAUGHAN

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Item 43, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

43

SIGN OFF INITIATIVE - CONTINUATION

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services & City Solicitor, dated June 18, 2007:

Recommendation

The Commissioner of Legal and Administrative Services & City Solicitor, in conjunction with the Senior Manager of Enforcement Services, recommends that this report be received.

Economic Impact

The continuation of the sign off initiative will result in a nominal cost for product and supplies. This cost will be covered through the existing Enforcement Services Operating Budget.

Communications Plan

Not applicable.

Purpose

This report is to provide details on the continuation of the sign off initiative.

Background - Analysis and Options

Council, at its meeting of April 2, 2007 (Item 24, Report 15), directed:

“That staff develop a continuation plan and provide a report to a future Committee of the Whole.”

As previously reported, the application of an environmentally friendly solution to the reverse side of street signs met with limited success in preventing adhesive signs from being affixed. It was discovered that the product was less effective on signs facing the sun. This was due to the heat produced, causing the product to dissipate. A more frequent application of the product should increase the effectiveness of the initiative.

Enforcement of the Sign By-law continues to be a challenge due to the proliferation of placard, A-Frame, and illegal mobile signs. In an attempt to address this issue the Parking and Sign Enforcement Unit has been restructured dedicating two full time officers to sign enforcement. These two officers will be augmented by other staff when duties permit.

In order to effectively manage the demands of sign enforcement, including the sign off initiative, Public Works has committed to having two staff members team with Enforcement staff in the summer months to double the amount of time that can be spent on sign enforcement.

York Region will also be asked to contribute staff to assist with the cleaning of Regional intersections, as occurred last year.

The two sign officers will also be undertaking some investigative steps in an attempt to charge repeat offenders.

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The cleaning of signs does not necessarily fall within the scope of duties of Enforcement Services. A further review of the impacts on enforcement results and service delivery will be conducted at the end of the season. It may be that another City department could be better equipped to allow for safe and consistent removal of these signs, and therefore be better suited for this responsibility.

Relationship to Vaughan Vision 2007

This report is consistent with the Vaughan Vision as it uses collaborative and innovative solutions.

Regional Implications

The majority of the problem intersections are those under the jurisdiction of the Region. A more dedicated effort by Regional Roads staff would be beneficial.

Conclusion

Enforcement Services will coordinate the continuation of the Sign Off Initiative through the summer of 2007.

Attachments

None

Report prepared by:

Tony Thompson
Senior Manager of Enforcement Services

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 44, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

44

FENCE HEIGHT EXEMPTION - 4 ELMBANK ROAD - WARD 5

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor and the Senior Manager of Enforcement Services, dated June 18, 2007:

Recommendation

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

That the fence height exemption application for 4 Elmbank Road be approved.

Economic Impact

N/A

Communications Plan

Notification/Request for Comment letters were sent to surrounding neighbours within a 60 metre radius, no appeals have been received.

Purpose

This report is to provide information for the consideration of a fence height exemption application.

Background - Analysis and Options

The property owner of 4 Elmbank Road has applied for a fence height exemption as provided for in the City of Vaughan Fence By-law 80-90, for the property located at 4 Elmbank Road.

The Applicant is making application prior to constructing the fence to permit the erection of a front yard fence.

The By-law permits a fence height of four feet in front yards. The Applicant proposes to construct and install a fence in order to provide a feeling of privacy and safety by enclosing both entrances to the driveway of the dwelling and to a future pool.

The property is situated on a corner lot (Centre St. & Elmbank Rd.). The sides and front of the proposed fence will be constructed of wrought iron and will be a maximum of 6 feet in height. The gates will reach a maximum height of 8 feet, attached to 6 foot cement pillars, located at both driveway entrances facing Elmbank Rd.

The area was inspected by Enforcement staff and adjacent fences are similar in height and design to the Applicant's. Fence heights in the immediate area range from 4 foot 4 inches to 7 foot 5 inches, cement/stone pillars range in height from 5 foot 5 inches to 8 foot 1 inch, and gates range from 5 foot 1 inch to 10 foot 6 inches.

There are no site plans registered for this property.

The fence height does not pose a potential sight line issue.

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In this general area there have been 3 similar fence height exemptions approved in recent years.

The details outlined above support the approval of a fence height exemption for this location.

This application is outside of the parameters of the delegated authority recently passed by Council.

Relationship to Vaughan Vision 2007

This report is in keeping with the Vaughan Vision as it speaks to Service Delivery and Community Safety.

Regional Implications

N/A

Conclusion

Fence Height Exemption requests brought before Council should be granted or denied based on the potential impact to neighbour relations, comparables in the specific area, site plan requirements, history, and safety impacts. This case does support the approval of a fence height exemption for this location.

Attachments

- 1) 60 Thornbank Road
Item 4, Report No. 4 of Committee of the Whole, January 30/05
Extract from Council Meeting - July 31, 1995
- 2) 20 Oakbank Road
Item 48, Report No. 37 of Committee of the Whole, June 26, 2006
- 3) 35 & 37 Thornbank Drive
Item 4, Report No. 71 of Committee of the Whole, September 25, 2000
- 4) Photos of other area fences

Report prepared by:

Janice Heron
Administrative Coordinator, Enforcement Services

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

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Item 45, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

45

FENCE HEIGHT EXEMPTION - 10 SEVILLA BLVD. - WARD 1

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor and the Senior Manager of Enforcement Services, dated June 18, 2007:

Recommendation

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

That the fence height exemption application for 10 Sevilla Blvd. be approved.

Economic Impact

N/A

Communications Plan

Notification/Request for Comment letters were sent to surrounding neighbours within a 60 metre radius, no appeals have been received.

Purpose

This report is to provide information for the consideration of a fence height exemption application.

Background - Analysis and Options

The property owner of 10 Sevilla Blvd. has applied for a fence height exemption as provided for in the City of Vaughan Fence By-law 80-90, for the property located at 10 Sevilla Blvd.

The Applicant is making application prior to constructing the fence to permit the erection of a side and front yard fence.

The By-law permits a fence height of four feet in front yards and 6 feet in side and rear yards. The Applicant proposes to install a wooden fence along the side and front yards to a maximum of 7 feet in order to provide a feeling of privacy along the side of the residence abutting Islington Avenue, which is used as the rear yard.

The property is situated on a corner lot (Islington and Sevilla) and the Applicant proposes to construct and install a 6 foot wooden fence with a 1 foot lattice (for a total of 7 feet) in the side yard along Islington Avenue extending to the front of the property and a 5 foot wooden fence with a 1 foot lattice (for a total of 6 feet) in the front yard. The front yard fence would be set back from the property line 4 feet 4 ¾ inches and there would be a sight triangle set back 10 feet 2 inches from the property line abutting the driveway. Applications for Committee of Adjustment have been submitted for driveway reconstruction to be heard on June 14, 2007.

The area was inspected by Enforcement staff and there is an existing fence on the property along Islington in the side yard which measures 6 feet 4 inches. There are no fences on corner lots in the immediate area that are similar in height and design to the Applicant's. There was only one corner lot property in the immediate area with a fence in the front yard with a height of only 3 feet.

.../2

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There are no site plans registered for this property.

The fence height does not pose a potential sight line issue.

In this general area there have been no similar fence height exemptions approved or denied in recent years.

The details outlined above support the approval of a fence height exemption for this location.

This application is outside of the parameters of the delegated authority recently passed by Council.

Relationship to Vaughan Vision 2007

This report is in keeping with the Vaughan Vision as it speaks to Service Delivery and Community Safety.

Regional Implications

N/A

Conclusion

Fence Height Exemption requests brought before Council should be granted or denied based on the potential impact to neighbour relations, comparables in the specific area, site plan requirements, history, and safety impacts. This case does support the approval of a fence height exemption for this location.

Attachments

- 1) Photos of corner lots in the immediate area.

Report prepared by:

Janice Heron
Administrative Coordinator, Enforcement Services

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

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Item 46, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

46

JUDICIAL RECOUNT

The Committee of the Whole recommends that this matter be referred to a Committee of the Whole (Working Session) meeting in the Fall 2007, and that staff provide additional information on the matter.

Recommendation

The City Clerk, in consultation with the Commissioner of Legal and Administrative Services, recommends:

That this report be received; and

That the following resolution be adopted:

Whereas a Court-ordered partial manual recount was recently conducted in the City of Vaughan, and

WHEREAS the primary reason for the recount was the Court's disagreement with the method in which poll count vote tabulating machines were programmed, and

WHEREAS the decision as to programming is a matter within the purview of the Clerk pursuant to the Municipal Elections Act; and

WHEREAS it would be desirable to avoid such costly and time-consuming recounts in future; and

WHEREAS the Municipal Elections Act and Regulations pursuant thereto are silent in this regard; and

WHEREAS it would be desirable to have legislation or regulations in place to set out whether poll count vote tabulating machines should or should not be programmed to return "over" and "under" voted ballots to the elector;

THEREFORE be it resolved that the Minister of Municipal Affairs and Housing be requested to bring forward legislation for implementation prior to the 2010 Municipal Election that would address whether poll count vote tabulators, where used, must be programmed to return "over" and "under" voted ballots to the elector for review; and

THAT this resolution be circulated to all municipalities over 100,000 population requesting that they endorse the resolution and forward it to the Minister of Municipal Affairs and Housing.

Economic Impact

N/A

Communications Plan

N/A

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Purpose

The purpose of this report is to provide information to Council on the Court-ordered judicial recount following the November 13, 2006 Municipal Election.

Background - Analysis and Options

Following the November 13, 2006 Municipal Election, former Mayor Michael Di Biase lost to challenger Linda Jackson. Mr. Di Biase submitted a request to Council for a recount which was granted. The recount was conducted on the 27th, 28th and 29th days of November 2006.

The Council-ordered recount which pertained only to Di Biase and Jackson, and was conducted in the same manner as the original election (as a machine count), did not change the outcome but changed the total votes for each of the two candidates in issue, resulting in an increased margin of 4.

Subsequently Di Biase made application to the Superior Court for various orders including an application to declare that he had been elected, an application to declare the election invalid and controverted and an application for a manual recount. In application, it was alleged that the election had been fraught with irregularities. With the exception of the programming of the vote tabulating machines (VTM) Mr. Justice Howden dismissed all the alleged irregularities and found “no breach or inconsistency in the conduct of the election which is inconsistent with the principles of the Act or which affected the result”.

With respect to the programming of the VTM's, Mr. Justice Howden took exception with the manner in which the Clerk executed his discretion in this regard and as a result ordered a partial manual recount of some 1656 ballots that had been either “over” or “under” voted and had not been counted. In his decision he indicated that, “There is no issue in this case as to the accuracy of the vote tabulating machines, and their memory cards”. In fact he directed that the VTM's be used to isolate the “under” and “over” voted ballots for manual review. This was done at the second machine recount conducted on April 26, 2007 followed by a hand recount of the isolated ballots. The result of the recount was the same 90 vote spread between the two candidates that had been reported on election night. During the second recount 49 ballots were disputed and ruled upon by the Clerk. The Clerk's ruling was subject to appeal to the Superior Court of Justice. No appeal was made and the appeal period expired on May 14, 2007.

A concern now exists with respect to programming of the VTM's. There is no doubt that Clerks have the authority under the Municipal Elections Act (the Act), to program the machines and that procedures so established “prevail over anything in this Act and the Regulations”. However, Mr. Justice Howden's decision overturns the Clerk's proper exercise of authority in this instance. At issue here is whether the VTM's should be programmed to return ballots that have been overvoted (the elector voted for more candidates than the number to be elected to the particular office) or, undervoted (the elector votes for less than the number of candidates to be elected to the particular office), so that the elector can be advised accordingly and provided with the opportunity to vote again, or, if the “under” or “over” vote is intentional, request that the ballot be processed as is. In Vaughan's 2006 election, the VTM's were not programmed to return such ballots. Some municipalities programmed “overs” and “unders” to be returned and some did not. It is important to note that there is no requirement under the Act or any regulation or guideline whatsoever to go by in this regard.

Mr. Justice Howden in short indicated in his decision that to program the VTM's not to return over and under voted ballots to the voter, often referred to as “second chance voting” offended the principles of the Act. Specifically he quoted the Court of Appeal case of Montgomery vs. Balkissoon: “...the principle that the proper majority votes decide the election. That principle is achieved by ensuring, so far as is reasonably possible, that valid votes be counted and invalid votes be rejected.”

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In other words, where possible, voters should be given a second chance, a chance to correct a ballot that has been “under” or “over” voted. Also to be considered is the principle of the secrecy of the vote. When a ballot is returned to a voter that had been “under” or “over” voted, whether deliberately or otherwise, and the voter is confronted with this, the secrecy of the vote is compromised. The challenge is to balance the principle of “majority vote” and the principle of voter secrecy.

Also to be considered is the principle of consistency and equality of the franchise. Relatively few municipalities utilize poll count equipment that can be programmed to return “under” and “over” voted ballots, the vast majority of municipalities still conduct hand count elections where “second chance” voting is not an option. The Legislature amended the Act some time ago to permit municipalities to use vote tabulating equipment. It is submitted that where such equipment is used, a decision as to “second chance” voting is a decision to be made by the Legislature and stipulated in the Act or Regulation, not to be left to a Clerk’s discretion.

It is desirable to have this matter addressed and any legislative amendments made prior to the 2010 Municipal Election. It is suggested that a request should be submitted to the Ministry of Municipal Affairs and Housing to bring forward appropriate clarification to the Municipal Elections Act and a resolution sent to municipalities using poll count vote tabulator equipment for endorsement.

Relationship to Vaughan Vision 2007

This report is consistent with the objective of demonstrating leadership and promoting effective governance.

Regional Implications

N/A

Conclusion

The Superior Court of Ontario ordered a partial manual recount because he disagreed with the manner in which the vote tabulating machines were programmed. This decision raises an issue that ought to be addressed by the Legislature. Therefore, it would be appropriate to request the Minister of Municipal Affairs and Housing to bring forward Legislation for implementation prior to the 2010 Municipal Election to clarify how poll count vote tabulators, where used, should be programmed.

Attachments

None

Report prepared by:

John D. Leach, City Clerk and Returning Officer

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Item 47, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

47

PROCLAMATION REQUEST – PRIDE WEEK

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated June 18, 2007:

Recommendation

The City Clerk recommends:

- 1) That the week of September 3 – 9, 2007 be proclaimed PRIDE Week; and
- 2) That the proclamation be posted on the City's website, published on the City Page space permitting.

Economic Impact

None

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 a request received from the Executive Director, Addictions Services for York Region and the Co-ordinator, York Region LGBT Community Outreach Project on behalf of the York Pride Fest Committee, dated June 1, 2007.

Background - Analysis and Options

A request has been received from the Executive Director, Addictions Services for York Region and the Co-ordinator, York Region LGBT Community Outreach Project on behalf of the York Pride Fest Committee, to proclaim September 3 – 9th, 2007, as PRIDE Week (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"*.

Addictions Services for York Region is a registered charity. The City of Vaughan has issued this proclamation in the past.

Relationship to Vaughan Vision 2007

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

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Regional Implications

This proclamation will bring awareness to this celebration of differences and protection of equity within the Region.

Conclusion

It is being recommended that September 3 – 9, 2007 be proclaimed PRIDE Week, that the proclamation be posted on the City's website and published on the City Page, space permitting.

Attachments

Attachment #1 – Letter from the Executive Director, Addictions Services for York Region and the Co-ordinator, York Region LGBT Community Outreach Project on behalf of the York Pride Fest Committee, dated June 1, 2007.

Report prepared by:

John D. Leach

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

CITY OF VAUGHAN

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Item 48, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

48

SIGN VARIANCE APPLICATION

FILE NO: SV.07-08

OWNER: LIMESTONE GALLERY INVESTMENTS INC.

LOCATION: 3255 RUTHERFORD ROAD, UNIT 37-44, BUILDING 'L'

BLOCK 1, REGISTERED PLAN NO. 65M-3696

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 18, 2007:

Recommendation

That Sign Variance Application SV.07-08, Limestone Gallery Investments Inc., be APPROVED, subject to the following:

- i) That the lettering and logo be removed from proposed wall sign to be located within the existing sign box for the building; and;
- ii) That the proposed wall sign to be located above the sign box be reduced in size and the logo removed in accordance with the attached revised plan.

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

Request to install an additional wall sign along the north side of the subject property as shown on the attached drawings.

Background - Analysis and Options

6.2 (a) Where a site plan approved by the City provides standards for signage and the signs for the development comply therewith, such signs shall be deemed to comply with this By-Law.

Relationship to Vaughan Vision 2007

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

Regional Implications

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install an additional wall sign along the north side of the building that is located above the existing sign box and main entrance to the building, as shown on the attached drawing.

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At Sign Variance Meeting of May 30, 2007 the Committee received a revised proposal from the applicant to address the initial comments made by Committee members. The applicant's revisions included removal of the text and logo from the proposed sign to be installed with the existing sign box and a overall reduction in the size of the sign and removal of the logo for the proposed above the sign box.

Sign Variance Committee members generally had no objections to the applicants revised proposal as the signage has been reduced to accommodate the architectural elements of the building. Members of Committee are of the opinion the intent and purpose of the by-law is being maintained.

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

Attachments

1. Site Plan
2. Revised Sketch of Sign

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 49, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

49

SIGN VARIANCE APPLICATION

FILE NO: SV.07-09

OWNER: 8000 BATHURST STREET REALTY INC.

LOCATION: 8000 BATHURST STREET, BLOCK 1, REGISTERED PLAN 65M-2700

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 18, 2007:

Recommendation

That Sign Variance Application SV.07-09, 8000 Bathurst Street Realty Inc., be APPROVED, subject to the following conditions:

- i) The proposed signs face the interior portion of the lot and do not directly abut major arterial roads or residential areas.
- ii) The proposed signs do not block any existing visual glazing.
- iii) The proposed signs do not contain any product advertising.

Economic Impact

None.

Communications Plan

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

Purpose

Request to install window graphics and pin mounted sign located on the north elevation of the subject building as shown on the attached drawings.

Background - Analysis and Options

- 6.2 (a) Where a site plan approved by the City provides standards for signage and the signs for the development comply therewith, such signs shall be deemed to comply with this By-Law.

Relationship to Vaughan Vision 2007

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

Regional Implications

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install additional window graphics and wall sign on the north elevation of the existing building as shown on the attached drawings.

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Item 49, CW Report No. 34 – Page 2

Members of the Sign Variance Committee note that the proposed signs face the interior portion of the lot and will not block any visual glazing. Members of the Sign Committee have no objections to the application as submitted, and are of the opinion that the intent and purpose of the Sign By-Law is being maintained.

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

Attachments

1. Site Plan
2. Building Elevation
3. Sketch of the Proposed Signs (2)

Report prepared by:

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

CITY OF VAUGHAN

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Item 50, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

50

SITE DEVELOPMENT FILE DA.07.024
R.A. BRANCA INVESTMENTS LIMITED

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 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 a one - storey warehouse with ancillary office for Site Development File DA.07.024 (R.A. Branca Investments Limited) as shown on Attachment #4, 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 (Attachment #4) for the Site Development Application (File DA.07.024) on the subject lands shown on Attachment #1, to facilitate the development of a one-storey warehouse with a two-storey office component fronting onto Dufferin Street, as shown on Attachment #2. The proposed warehouse will have a total gross floor area (GFA) of 3,047.52 m² and the office component will have a total GFA of 666 m², and the entire site will be served by 60 parking spaces.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Dufferin Street, east side of Fernstaff Court, and north of Langstaff Road, being Lot 37 and Part of Lot 38 on Registered Plan M-2043, City of Vaughan. The site is 0.8466 ha in size and is currently vacant.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(278). The proposed use and development of the site conforms to the Official Plan and complies with the Zoning By-law, respectively.

Elevations

The proposed building will be constructed to a height of 10.7 m as shown on Attachment #4 and will be constructed using a variety of materials incorporating granite tile, tinted double glazed insulated windows, and three varieties of precast panels (aggregate, sandblasted, and smooth finishes).

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The main entrance to the building is located on the east elevation facing Dufferin Street, which includes the two-storey office component. This elevation is predominantly finished with dark grey tinted double glazed insulated windows with aluminum trim on both floors surrounded by grey precast panels with an aggregate finish. Two groupings of a lighter grey precast panel with a sandblasted finish are situated between the first and second floor windows to provide some accent in the design. Two triangular columns of black granite tile are proposed on each side of the entrance door.

The north and south elevations are residential. The building materials for the portion of the office component consists primarily of dark grey tinted double glazed windows and sandblasted and aggregate precast which is used at the front of the building. The warehouse component will consist of grey precast panels with a aggregate finish and complimented with lines of sandblasted precast which is a lighter grey colour. The design proposes accent lighting within the sandblasted areas.

The west elevation faces Fernstaff Court and will consist of the two toned precast that is prevalent on the rest of the building. The main loading area for the proposed building is situated at this location of the building. Two overhead doors for drive-in loading and unloading four truck loading doors, comprising two on either side of the overhead doors.

Landscaping

The proposed landscape plan is shown on Attachment #3. The Development Planning Department is generally satisfied with the proposed landscaping, subject to the landscape plan layout being revised to reflect the site plan layout shown on Attachment #2. The required changes to the landscape plan are to include the provision of a 9 m wide landscape strip along the Dufferin Street frontage, whereas only 6 m is shown; and garbage storage to be situated internally within the proposed building, whereas the proposed garbage storage is shown at the rear of the building; and revision to the parking layout adjacent to the Fernstaff Court landscape strip.

The Applicant has agreed to shift the building westward to accommodate the required 9m landscape strip and to relocate the garbage storage within the building (both which have been shown on the revised site plan as shown on Attachment #2). The Development Planning Department will continue to work with the Applicant to ensure the site is developed with appropriate landscaping, screening, and pedestrian-oriented features.

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 Region has advised the Development Planning Department that a portion of the Applicant's lands will be taken for proposed transit works along Dufferin Street. The Development Planning Department will continue to work with the Applicant and the Region of York to facilitate the requirement for the proposed road widening.

Conclusion

The Development Planning Department is satisfied with the proposed building elevations for the employment use building.

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Attachments

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

Report prepared by:

Ryan Mino, Planner 1, ext. 8213
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

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Item 51, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

51

**SITE DEVELOPMENT FILE DA.07.009
760609 ONTARIO LTD.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT the building elevations for the industrial warehouse building with an ancillary office for Site Development File DA.07.009 (760609 Ontario Ltd.) 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 (Attachment #3) for the Site Development Application (File DA.07.009) on the subject lands shown on Attachment #1, to facilitate the development of a 4,269.63m² industrial warehouse building with an ancillary office on a 0.81ha vacant lot, as shown on Attachment #2, to be occupied by Unique Fine Fabrics.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located northeast of Highway #407 and Pine Valley Drive, with frontage onto Rowntree Dairy Road through to Highway #407(490 Rowntree Dairy Road), in Part of Lot 3, Concession 6, City of Vaughan.

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan) and zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1010). The proposed development of an industrial building conforms and complies with the Official Plan and Zoning By-law, respectively.

The elevation plan that is provided on Attachment #3 shows an irregular-shaped building that will be constructed to a height of 8.5m. The primary façade is located on the north elevation, facing Rowntree Dairy Road. The building materials for this façade consist of white smooth and aggregate precast panels and blue spandrel glass windows. The north elevation will be designed with a glass double-door entry, framed by a glass curtain wall and surrounded by vertical aggregate precast panels and upper and lower level windows. Future signage will be located on the north and south elevations.

The remaining elevations for the warehouse are of similar design, with white alternating smooth precast banding and ribbed precast panels. All roof-top mechanical units will be screened from view of abutting roads. In accordance with site-specific zoning, loading and unloading is permitted

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to take place between a building and Highway #407. The loading area, including four loading doors and two drive-in doors, is located on the south elevation, within two recessed areas of the rear wall, facing Highway #407, and screened by the 9m wide landscaped berm.

Landscaping

The proposed landscaping for the site is shown on Attachment #4, which includes a minimum 3m and 9m wide landscape strips adjacent to Rowntree Dairy Road and Highway #407, respectively. The Development Planning Department is generally satisfied with the proposed landscaping, and will continue to work with the Owner to finalize the details.

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 employment use building.

Attachments

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

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

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Item 52, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

52

**SITE DEVELOPMENT FILE DA.07.038
LAKE VAUGHAN INVESTMENTS LTD.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved;**
- 2) That the applicant meet with staff and the Local Councillor prior to the Council meeting of June 25, 2007; and**
- 3) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.038 (Lake Vaughan Investments Ltd.) BE APPROVED, to permit a seven storey hotel (Novotel), with 149 guestrooms, a banquet hall, four meeting rooms and two outdoor patios, 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, landscaping and signage plans shall be approved by the Development Planning Department;
 - ii) the final site grading and servicing plans, stormwater management report, access, parking, on-site vehicular circulation, and traffic impact study shall be approved by the Engineering Department;
 - iii) all hydro requirements of Power Stream Inc. shall be satisfied;
 - iv) the required variances to implement the final site plan shall be approved by the Committee of Adjustment, and be final and binding, to address the reductions to the required number of parking and loading spaces; and,
 - b) that the site plan agreement contain the following provision:
 - i) if required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to issuance of a building permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division and the approved appraisal shall form the basis of the cash-in-lieu payment.

Economic Impact

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

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Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application (File DA.07.038) on the subject lands shown on Attachment #1 for a proposed seven storey, 10,517m² hotel with 149 guestrooms, a banquet hall, four meeting rooms and two outdoor patios, as shown on Attachment #2.

Background - Analysis and Options

The 1.09 ha vacant site is located on the southeast corner of Bass Pro Mills Drive and Edgeley Boulevard (200 Bass Pro Mills Drive), in Part of Lot 13, Concession 5, City of Vaughan (Attachment #1).

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan) and zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1057). The surrounding land uses are as follows:

North - Bass Pro Mills Drive; vacant commercial lands (C1-H Restricted Commercial Zone with "H" Holding Symbol)
South - existing employment lands (EM1 Prestige Employment Area Zone)
East - vacant employment lands (EM1 Prestige Employment Area Zone)
West - Edgeley Boulevard; vacant employment lands (EM1 Prestige Employment Area Zone)

Official Plan

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), which permits a wide variety of employment uses that do not require high profile locations, and includes outside storage. The proposed hotel, with banquet hall, meeting rooms and outdoor patios conforms to the policies of the Official Plan.

Zoning

The subject lands are zoned EM1 Prestige Employment Area by By-law 1-88, subject to Exception 9(1057). The proposed hotel, banquet facility, and meeting room uses are permitted by the By-law. However, in order to implement the proposed site plan the following variances are necessary and are identified as follows:

	<u>By-law Requirement</u>	<u>Provided</u>
• Minimum Parking Spaces	215	203
• Minimum Loading Spaces	3	1

The by-law requires 1 parking space for each bedroom plus the requirements for any other use. The parking requirements are calculated as follows:

Hotel: 1 space/ bedroom; 149 guestrooms proposed	=149 parking spaces
Banquet Hall: 11 spaces/100m ² (452m ² /100 x11)	= 50 spaces
Office/Meeting Rooms: 3.5 spaces/ 100m ² (443m ² /100x 3.5)	= 16 spaces
Total Required Parking	=215 spaces

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The Owner is proposing one loading space for the entire development. By-law 1-88 requires three loading spaces for commercial buildings above 10,001m² of gross floor area. Development Planning Staff has no objection to the absence of two required loading spaces, particularly in the context of the surrounding commercial area, which is a highly visible location.

Development Planning Staff has no objection to the reduction in the required number of parking and loading spaces. The Owner will be required to obtain approval for the above-noted variances from the Committee of Adjustment, which shall be final and binding as a condition of site plan approval.

Site Design

The site plan (Attachment #2) shows a seven storey hotel, with an outdoor patio on the northwest corner of the building and a landscaped terrace on the southeast corner of the building. The site is served by a drop-off/pick-up lay-by with both a one-way access and a full movement access onto Edgeley Boulevard and an additional full movement access onto Bass Pro Mills Drive. There is vehicular circulation with parking surrounding the building. Landscaping and pedestrian walkways are proposed around the building with connections to Edgeley Boulevard and Bass Pro Mills Drive. Garbage storage is internal to the building. The final site plan must be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs around the perimeter of the site and within the parking area. A minimum 3m wide landscape strip is proposed along Bass Pro Mills Drive and Edgeley Boulevard, respectively. A wide pedestrian walkway consisting of concrete pavers, landscaped with trees is proposed along the west elevation, connecting the main entry to both the outdoor patio and terrace. The final landscape plan, including detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department.

Building Design

The proposed building elevations are shown on Attachment #3. The 7-storey building will be constructed to a height of 24.4m. The building materials consist of reddish brown brick, dark grey and buff precast stone panels, clear glass and copper metal trim. The primary façade is located on the west elevation, facing Edgeley Boulevard. It is designed with glass sliding doors with a canopy above, framed by stone entry columns, with corporate signage along the roof line. The remaining elevations are of similar design, with a series of windows framed in brick. The roof top mechanical units will be screened from view of abutting streets. The loading area is located at the northeast corner of the building and is screened from view of Bass Pro Mills Drive by a 1.8m high concrete screen wall. The final elevation plan must be approved to the satisfaction of the Development Planning Department.

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

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Conclusion

Development Planning Staff has reviewed the Site Plan application in accordance with the policies of OPA #450, the requirements of By-law 1-88, and the area context. Development Planning Staff is satisfied that the proposed development of the subject lands for a seven-storey hotel (Novotel) is appropriate and can support the approval of the site plan application, and the required variances that are necessary to implement the proposal, subject to the conditions contained in this report.

Attachments

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

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

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Item 53, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

53

**SITE DEVELOPMENT FILE DA.07.002
SHIPLAKE INVESTMENTS (RUTHERFORD) LIMITED - BELL MOBILITY INC.**

The Committee of the Whole recommends:

- 1) That this matter be deferred to allow an opportunity for the applicant to undertake further public consultation on the matter;**
- 2) That the following deputations be received:**
 - a) Mr. Robert Massoud, Church of Christian Community, 901 Rutherford Road, Vaughan, L6A 1S2;**
 - b) Mr. Ernst Von Bezold, Toronto Waldorf School, 9100 Bathurst Street, #1, Thornhill, L4J 8C7; and**
 - c) Mr. Pierre Greco, on behalf of Bell Mobility Inc.;**
- 3) That the written submission of Michèle Rossi, Administrative Director, on behalf of the Toronto Waldorf School Board of Trustees, 9100 Bathurst Street, #1, Thornhill, L4J 8C7, dated June 18, 2007, be received; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.002 (Shiplake Investments (Rutherford) Ltd. - Bell Mobility Inc.) BE APPROVED, to permit the construction of a 37m high Bell Mobility flagpole telecommunications tower and associated equipment cabinet, as shown on Attachment #3, subject to the following conditions:
 - a) that prior to the issuance of a Building Permit:
 - i) the final site plan, landscape treatment and elevation plan shall be approved to the satisfaction of the Development Planning Department;
 - ii) the requirements of the Building Standards Department shall be satisfied;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied.

Economic Impact

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

Communications Plan

N/A

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Purpose

Bell Mobility has submitted a Site Development Application on the subject lands shown on Attachment #1 to permit the construction of a 37m high flagpole telecommunications tower and associated equipment cabinet (1.32 m x 0.76 m x 1.39 m) on lands to be leased from Shiplake Investments (Rutherford) Ltd., on approximately a 15 m² compound, as shown on Attachment #2.

Background - Analysis and Options

The subject lands are located at the southwest corner of Rutherford Road and Bathurst Street, specifically, at the southwest corner of the property at the rear of the Sobey's grocery store.

The surrounding land uses are:

- North - Rutherford Road; existing industrial use (M1 Restricted Industrial Zone) and large vacant parcel (C4 Neighbourhood Commercial Zone)
- South - existing farm and residence (A Agricultural Zone)
- East - Bathurst Street; townhouses and residences (Town of Richmond Hill)
- West - the East Don River (OS1 Open Space Conservation Zone), church (A Agricultural Zone)

The City has adopted a Protocol for the Establishment of Telecommunication Tower and Antenna Facilities, and as a result of this protocol, any facility which is not exempt from municipal approval must make an application to the City to have their proposal reviewed and assessed in light of this protocol.

The protocol requires those antenna facilities that are located within 120m of a residential area to undergo a Public Information Meeting process, and to report back to the City with the name of the attendees and the outcome of the meeting.

On May 10, 2007, Bell Mobility held a Public Information Meeting, by notifying residents within 120m of the proposed development and the Town of Richmond Hill. By letter dated May 14, 2007, Bell Mobility indicated that no persons attended the Public Information Meeting, which was held at the Vellore Village Community Centre. The applicant (Bell Mobility Inc.) has informed that no objections were received in regard to the proposal. The notice circulated by Bell Mobility Inc. inadvertently identified the subject land as City-owned. The subject lands are leased from Shiplake Investments (Rutherford) Limited by Bell Mobility Inc. and are privately-owned.

A letter dated May 17, 2007 from The Christian Community Movement for Religious Renewal, located at 901 Rutherford Road is objecting to the proposal based on the following reasons:

1. The church has no record of being notified of the meeting.
2. They wish to voice their concern with respect to radiation dangers posed by the specific location of the transmission towers, as one already exists further west of the church on Rutherford Road. They do not wish to be in the middle of two towers as there are children and seniors in the area and wish all precautions to be taken to ensure their safety from potentially harmful effects of microwave transmission.
3. Request that the Council request Industry Canada make a closer examination of this proposal and report back its findings.

Bell Mobility has provided, as per the requirements of the City's Telecommunication Tower/Antenna Protocol, a list of all persons notified. The Church of the Christian Community of Canada (901 Rutherford Road) appears on the mailing list.

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Official Plan

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600. The proposed flagpole telecommunications tower use conforms to the Official Plan.

Zoning

The subject lands are zoned Neighbourhood Commercial Zone by By-law 1-88, subject to site-specific Exception 9(1076). The Building Standards Department advises that the proposal complies with all requirements of the Zoning By-law.

The Building Standards Department also advises that a Building Permit is required for the proposed telecommunications structure.

Site Design

The proposed 37 m high flagpole telecommunication antenna structure (Attachment #3) and associated equipment cabinet (Attachment #4) are proposed to be located at the southwest corner of the Sobeys grocery store, within a landscaped island comprising a 15 m² compound, which is to be surrounded by 10 circular steel concrete-filled bollards to protect the proposed structures. The applicant is proposing to relocate the existing tree in the vicinity of the telecommunications tower. If this tree cannot be transplanted, alternatively, a tree of a 60 mm caliper should be planted to compensate, in a location satisfactory to the Development Planning Department. The Development Planning Department is satisfied with the proposed site layout.

Elevations

The Development Planning Department has reviewed the proposed flagpole telecommunication and cabinet enclosure and are satisfied with the proposed elevations.

Staff is working with the applicant to finalize the landscape treatment as noted previously in the site design component of this report. Accordingly the applicant shall demonstrate to the satisfaction of the Development Planning Department that appropriate alternate trees have been planted in suitable locations on site.

PowerStream Inc.

All hydro requirements to service the telecommunication tower and cabinet must be to the satisfaction of PowerStream Inc.

Region of York Transportation and Works Department

The Region of York Transportation and Works Department has reviewed the application and has advised that it has no comments.

Richmond Hill Planning Department

The Richmond Hill Planning Department has reviewed the application and has advised that it has no comments.

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 has reviewed the proposed Site Development Application in accordance with the Official Plan and Zoning By-law, and the area context. The location and development of the 37 m high flagpole antenna structure and associated equipment cabinet is considered to be acceptable. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the recommendations in this report.

Attachments

1. Location Map
2. Site Plan & Details
3. Flag Pole Antenna Details
4. Cabinet Details

Report prepared by:

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

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 54, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

54

**ZONING BY-LAW AMENDMENT FILE Z.06.076
SITE DEVELOPMENT FILE DA.07.034
1707397 ONTARIO INC.
REPORT #P.2007.7**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 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.06.076 (1707397 Ontario Inc.) BE APPROVED, to rezone the subject lands shown on Attachment #1 from R1V Old Village Residential Zone to C1 Restricted Commercial Zone, to permit a Business or Professional Office use having a maximum GFA of 380 m² (for use as a Regulated Health Professional Office) within the existing 2-storey building, and to permit the following exceptions to the C1 Zone:
 - i) a minimum lot depth of 48 m, whereas the By-law requires 60 m;
 - ii) a minimum setback to an "R" Residential Zone of 1.53 m, whereas the By-law requires 9.0 m;
 - iii) a minimum 1.52 m wide landscape strip abutting an "R" Zone;
 - iv) zero (0) handicapped parking spaces, whereas the By-law requires 1 handicapped parking space;
 - v) zero (0) loading spaces, whereas the By-law requires 1 loading space;
 - vi) a minimum ingress/egress driveway width of 6.85 m, whereas the By-law requires 7.5 m;
 - vii) minimum landscape buffer strip width of 4m abutting a street, whereas the By-law requires 6.0 m;
 - viii) a minimum parking space size of 2.44 m x 4.27 m for one existing space in the garage, and 2.44 m x 6 m for 3 spaces in the garage, whereas the By-law requires 2.7 m x 6 m.
2. THAT Site Development File DA.07.034 (1707397 Ontario Inc.) BE APPROVED, subject to the following conditions:
 - i) that the final site plan and ground signage shall be approved by the Development Planning Department in consultation with Cultural Services;
 - ii) the implementing zoning by-law shall be in full force and effect.

Economic Impact

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

Communications Plan

N/A

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Purpose

The Owner has submitted an application to amend the Zoning By-law respecting the subject lands shown on Attachment #1, specifically to permit a business or professional office use having a maximum GFA of 380 m² with a total of 9 office/examination rooms (for a Regulated Health Professional) within the existing 2-storey residential dwelling, on lands zoned R1V Old Village Residential Zone by By-law 1-88.

Through the review process it was determined to be more appropriate to rezone the subject lands from R1V Old Village Residential Zone to C1 Restricted Commercial Zone in order to permit the increase in GFA from a maximum of 220 m² on the ground floor to a maximum of 380 m² for the entire building. The application also requires the following exceptions in order to bring the existing building into conformity with the C1 Zone standards:

- i) permit a minimum lot depth of 48 m;
- ii) permit a minimum setback to an "R" Residential Zone of 1.53 m;
- iii) a minimum 1.52 m wide landscape strip abutting an "R" Zone;
- iv) permit 0 handicapped parking spaces;
- v) permit 0 loading spaces;
- vi) permit a minimum ingress/egress driveway width of 6.85 m;
- vii) permit a minimum 4.0 m wide landscape buffer strip abutting a street;
- viii) permit a minimum 2.44 m x 4.27 m parking space size for 1 space located within the existing garage, and 2.44 m x 6 m for 3 spaces in the garage.

The proposed exceptions would facilitate a Site Development Application to approve an existing 380 m², 2-storey residential dwelling conversion to a business and professional office building, for use by a regulated health professional.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the southwest corner of Centre Street and Elizabeth Street (57 Centre Street), being Part of Lot 30, Concession 1, City of Vaughan. The 1,130 m² site has 23.2 m frontage along Centre Street and 49.01 m flankage on Elizabeth Street.

The subject lands are designated "Low Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), which includes provisions that permit a business or professional office use not exceeding 464.5 m² in gross floor area. The property is zoned R1V Old Village Residential Zone by By-law 1-88, subject to site-specific Exception 9(147), which permits a home occupation use for a business or professional office restricted to a maximum gross floor area of 220 m² on the ground floor and a minimum of 10 parking spaces, as reflected on the existing site plan layout shown on Attachment #2. The surrounding land uses are:

- North - Centre Street; existing commercial (C1 Restricted Commercial Zone)
- South - existing residential (R1V Old Village Residential Zone)
- East - Elizabeth Street; existing residential/home occupation for an accountant's office and vacant lot (R1V Old Village Residential Zone)
- West - existing residential (R1V Old Village Residential Zone)

On February 9, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Society of the Preservation of Old Thornhill. Development Planning Staff received one written response from the public indicating the following:

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- The subject lands had a residential component on the second floor when first constructed, but which has not been used for residential purposes for many years. Although there is no concern with the building being used for commercial purposes, the Owner of this building should be treated the same as other landowners and be zoned commercial.

The recommendation of the Committee of the Whole on March 5, 2007, to receive the public hearing report and to forward a technical report to a future Committee meeting was ratified by Council on March 12, 2007.

Official Plan

The subject lands are designated “Low Density Residential” by OPA #210 (Thornhill-Vaughan Community Plan). This designation provides opportunities for single-detached residential lots fronting on Centre Street, east of Brooke Street, within the Village of Thornhill Heritage District, to be used for residential, and business and professional offices and/or retail commercial uses not exceeding 167.2 m² in total gross floor area.

However, the subject site, 57 Centre Street was the subject of a previous Official Plan Amendment application and an Ontario Municipal Board (OMB) hearing. The outcome of the OMB hearing permitted the following purposes uses on the subject lands:

1. Low Density Residential (single detached dwelling).
2. Business and Professional Office, not exceeding 464.5 m² in gross floor area.
3. Retail Commercial Uses not exceeding 232.2 5 m² in gross floor area.

The proposed rezoning of the subject lands from R1V Old Village Residential Zone to C1 Restricted Commercial Zone, to permit a Business and Professional Office for use by Regulated Health Professional practitioners, restricted to 380 m², conforms to the Official Plan.

Zoning

The subject lands are zoned R1V Old Village Residential Zone by By-law 1-88, subject to site-specific Exception 9(147). The present zoning permits a Home Occupation use for a Business or Professional Office, restricted to a maximum GFA of 220 m² on the ground floor. The proposed use of the existing dwelling for a full-time Business and professional Office use does not comply with the existing zoning provisions and therefore it is appropriate to rezone the entire property to C1 Restricted Commercial Zone, as the applicant does not have any future intentions to provide a residential component within the building Exceptions to the C1 Restricted Commercial Zone are required to bring the existing site conditions into compliance, as follows.

	<u>Required</u>	<u>Proposed</u>
Minimum Lot Depth	60 m	48 m
Min. Setback to an “R” Residential Zone	9 m	1.53 m
Min. width of landscape strip Abutting “R” Residential	2.4	1.53 m
Min. Width of Landscape Strip Abutting a Street	6 m	4 m
Min. Number of Handicapped Parking Spaces	1 space	0 space
Min. Number of Loading Spaces	1 space	0 space
Min. Width of Driveway Access	7.5 m	6.85 m
Min. Parking Space Size	2.7m x 6m	2.44 x 4.27m (garage – 1 space) 2.44 x 6 m (garage – 3 spaces)

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The C1 Zone would restrict the permitted uses on site to the offices of two Regulated Health Professionals. Through the review process the applicant provided information with respect to the hours of operation and number of employees/support staff. The proposed offices will have 2 physicians (one full time and the second part time) and three supporting staff including a technician.

The applicant has advised that the hours of operation are between 8:00am to 5:00pm Monday to Friday with reduced hours on Wednesday and Friday.

The parking standard in By-law 1-88 requires 5 parking spaces per Regulated Health Professional practitioner. The subject lands have 10 existing spaces (6 surface and 4 in garage) meeting the by-law requirement for two practitioners. The exception to the minimum parking space depth is required for one space which has been reduced due to the stairway located in the top corner of the area. The remainder of the parking spaces located in the garage are 6.0 m x depth x 2.44 m width, of which the width of the remaining 3 spaces will require an exception. The proposed application would be in keeping with the evolution of uses along the north and south sides of Centre Street, east of Brooke Street, as OPA # 210 (Thornhill-Vaughan Community Plan) encourages commercial and office development and use by permitting business or professional office uses within the "Low Density" designation. The Development Planning Department can support the proposed rezoning of the property and use of the existing building for medical offices.

The Development Planning Department can also support the above-noted exceptions to the C1 Zone as the site conditions are existing, and the exceptions are required to implement the rezoning and facilitate the site plan proposal.

Site Design

The existing residential building shown on the site plan (Attachment #2) is 2 storeys and located centrally on the subject lands, fronting on Centre Street with flankage along Elizabeth Street. The site has an existing vehicular access on Elizabeth Street leading to the paved parking area at the rear of the lot, which provides for 6 surface parking spaces and 4 parking spaces in the garage located at the back of the building.

Landscaping has been provided along the periphery of the site with the most extensively landscaped areas located along the front and exterior side lot lines surrounding the building as shown on Attachment #2. An existing flagstone walkway provides pedestrian access from the property to both Elizabeth Street and Centre Street. The landscaping is to be maintained and consists of mature tree planting including coniferous maple trees and deciduous pine trees. Existing ornamental trees, shrubs and flower beds are also located along the east and north elevations.

The proposed Business or Professional office use will occupy the entire building on site, with no additions to the main building or structures being proposed.

Existing Building Elevations

The existing building elevations are shown on Attachment #3 and #4, and are reflective of a 2-storey residential single detached dwelling. There are no changes proposed to the existing building. The main building material is a light brown brick with a rust coloured trim around the windows, with match's the colour of the decorative metal fencing surrounding the property. The colour green has also been integrated into the building design above and below the easterly bay windows and on the garage doors creating an attractive contrast.

The floor plans are provided on Attachment #5, #6 and #7 and show storage area in the basement and medical examination rooms on the ground and second floor.

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Cultural Services/Heritage Vaughan

The subject property is located within the Thornhill Heritage Conservation District and is designated under Part V of the Ontario Heritage Act. Any proposed changes to the property (including new construction, exterior alterations, signage, additions or demolition) require, in addition to all other City approvals, the approval of a Heritage Permit application in accordance with the Thornhill Heritage Conservation District Plan.

The Owner is not proposing any changes to the building, however, the ground signage existing on the subject lands will be revised to reflect the newly proposed business name and information, and an additional sign is proposed along the Elizabeth Street flankage.

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 the proposed Zoning By-law Amendment Application to rezone the subject lands from R1V Old Village Residential Zone to C1 Restricted Commercial Zone with site-specific exceptions. Development Planning Staff is of the opinion that the proposed zoning amendment to permit a Business or Professional Office use for Regulated Health Professionals and the associated exceptions requested to facilitate the use are appropriate and compatible with the existing uses in the surrounding area. The proposal implements the policies of the Official Plan, which encourages low-intensity office/commercial uses within existing dwellings in the Village of Thornhill Heritage District.

The related Site Development Application to recognize the existing site conditions and the conversion of the residential dwelling to a business and professional office building, can also be supported by the Development Planning Department.

Attachments

1. Location Map
2. Site Plan
3. Elevation Plan (South, North, East)
4. Elevation Plan (West)
5. Basement Floor Plan
6. Ground Floor Plan
7. Second Floor Plan

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

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Item 55, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

55

**ZONING BY-LAW AMENDMENT FILE Z.06.072
SITE DEVELOPMENT FILE DA.06.093
2019625 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 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.06.072 (2019625 Ontario Inc.) BE APPROVED, to remove the Holding Symbol "(H)" from the subject lands zoned C1 (H) Restricted Commercial Zone, as shown on Attachment #1, to facilitate the development of a motor vehicle sales establishment (Mazda Dealership).
2. THAT Site Development File DA.06.093 (2019625 Ontario Inc.) BE APPROVED, to permit the development of a 2,252.5 m² motor vehicle sales establishment (Mazda Dealership) as shown on Attachment #2, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, landscape plan, and building elevations shall be approved to the satisfaction of the Development Planning Department;
 - ii) the final site grading and servicing plan, storm water management report, access, parking and on-site circulation shall be approved to the satisfaction of the Engineering Department;
 - iii) all hydro requirements shall be fulfilled to the satisfaction of Powerstream Inc.; and
 - iv) the required variances to implement the approved site plan shall be obtained from the Committee of Adjustment, and shall be in full force and effect;
 - v) the Owner shall satisfy all conditions of approved Consent Application B031/07 to implement the severance and reciprocal easements; and
 - b) that the site plan agreement include the following provisions:
 - i) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to issuance of a Building permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

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Economic Impact

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

Purpose

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

1. A Zoning By-law Amendment Application (File Z.06.072) to remove the Holding Symbol “(H)” from the subject lands, currently zoned C1(H) Restricted Commercial Zone, to facilitate the development of a motor vehicle sales establishment as shown on Attachment #2.
2. A Site Development Application (File DA.06.093) to permit the development of a 2,252.5m² motor vehicle sales establishment (Mazda Dealership) on a 8,708.2 m² lot, as shown on Attachment #2. The pertinent site statistics are as follows:

Total Site Area:	8,708.2 m ²
Landscaped Area:	1300.0 m ²
Ground Floor Area:	2,065.4 m ²
Lot Coverage:	23.8%
Building Height:	10.668 m
Required Parking:	68 spaces
Proposed Parking:	90 spaces (including 2 handicapped)

Background - Analysis and Options

Location

The subject lands shown on Attachment #1 are located west of Jane Street, on the northeast corner of Auto Vaughan Drive and Sweetriver Boulevard, being Part of Block 3 on Registered Plan 65M-3766, City of Vaughan. The site has an area 8,708.2 m², with frontage of 66m on Auto Vaughan Drive and a depth of 161 m. The site is currently vacant. The surrounding land uses are:

- North - private driveway to 9520 Jane Street; Canada's Wonderland (TPC Theme Park Commercial Zone)
- South - Auto Vaughan Drive; vacant land (C1(H) Restricted Commercial Zone with Holding Symbol “(H)”); Honda Dealership (C1 Restricted Commercial Zone)
- East - Toyota Dealership (C1 Restricted Commercial Zone); vacant lands (C1(H) Restricted Commercial Zone with Holding Symbol “(H)”); Nissan Dealership – under construction (C1 Restricted Commercial Zone)
- West - Sweetriver Boulevard; vacant lands (C1(H) Restricted Commercial Zone with Holding Symbol “(H)”)

Official Plan

The subject lands are designated “General Commercial - Special Policy Area” by OPA #600 (Vaughan Centre Secondary Plan), which permits commercial uses, including retail stores for the buying, leasing and exchanging of goods and services. The proposed development of the site for a motor vehicle sales establishment conforms to the Official Plan.

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Zoning

The subject lands are zoned C1(H) Restricted Commercial Zone with the Holding Symbol “(H)” by By-law 1-88, subject to Exception 9(1031A), which permits a motor vehicle sales establishment, including the open display and storage of new and used motor vehicles. The proposed motor vehicle sales establishment use is permitted by the Zoning By-law.

The proposed development complies with the minimum requirements of the C1 Zone By-law 1-88, with the exception of the following;

- i) a minimum landscape strip width of 6 m is required along Sweetriver Boulevard and Auto Vaughan Drive, whereas 4.5m is proposed; and,
- ii) relief from Section 3.8a), which requires that access to all parking areas be provided on the subject lands, whereas the Owner proposes a mutual driveway between the subject lands and the lots to the east.

Consent Application B031/07 was approved by the Committee of Adjustment on May 03, 2007 to sever the lands subject to this Site Development Application from the remainder of the lands to the east also held by the Owner. As a result, the Owner is required to seek relief from the Zoning By-law by way of a minor variance through the Committee of Adjustment to facilitate the proposed mutual driveway between the subject lands and the lots to the east. The Owner will also be required to satisfy all conditions of approved Consent Application B031/07 to implement the severance and reciprocal easements.

The request to reduce the required minimum landscaping strip along Sweetriver Boulevard and Auto Vaughan Drive is considered to be minor in nature and appropriate in the context of the overall development. The reduction of the landscape strip width will not adversely impact the surrounding land uses to the west and south, which are currently vacant but will be developed with similar motor vehicle sales establishment uses. Additionally, the Owner has maintained the full landscape strip between the proposed development and the private residence/driveway to the north. The Development Planning Department and the Committee of Adjustment have previously supported the reduction of the required landscaping strip for other automobile dealerships within the auto complex.

The Owner will be required to submit a minor variance application to the Committee of Adjustment for approval of these variances to implement the final approved site plan. The Committee's decision must be final and binding, prior to the execution of the implementing site plan agreement.

The subject lands are zoned with the Holding Symbol “(H)”, which can be removed upon Council's approval of the subject Site Development Application.

Site Design

The proposed site plan is shown on Attachment #2. The proposal includes a 2,252.5 m² building situated on the southern portion of the site, with two vehicular access points; one provided from Auto Vaughan Drive in the form of a mutual driveway shared with the lands to the east, and the second on Sweetriver Boulevard. Parking spaces are located throughout the site with the majority of the parking spaces being provided in the northerly portion. All driveway aisles accommodate two-way vehicular traffic except the aisle adjacent to the east side of the buildings, which is one-way northbound. Landscaping is provided along the west, north and south property lines. The proposed garbage storage will be internal to the building.

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

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Landscaping

The site is proposed to be landscaped with a mix of coniferous, deciduous and ornamental trees, and a mix of shrubs, perennials and ornamental grasses as shown on Attachment #3. The prime concentration of landscaping is situated within the proposed 4.5 m wide landscape strip abutting Sweetriver Boulevard and Auto Vaughan Drive, as well as the 6.5 m landscape strip between the proposed development and the lands to the north. Additionally, there is a small amount of landscaping situated between the proposed development and the existing developments to the east to help soften the edge along the eastern property line. The Owner proposes an armour stone feature scattered throughout the proposed landscaping strip, which is similar in character with the surrounding motor vehicle sales establishment sites within the auto complex. The proposed landscaping features will create a consistent and uniform appearance to the overall auto complex.

The main entrance of the building is situated at the south end of the building, which will connect to the proposed pedestrian walkway adjacent to Auto Vaughan Drive by a paved unit walkway. Various landscape treatments accent the pedestrian stairs and walkway into the site to provide a comfortable pedestrian entrance. Hard landscaping will be provided between the southern building wall and the parking areas by means of unit pavers.

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

Building Elevations

The proposed building elevations are shown on Attachment #4. The building is primarily rectangular in shape with a rounded edge in the southwest corner where the showroom is located. The main elevation of the building faces Auto Vaughan Boulevard, and consists of a clear double-glazed glass curtain wall within aluminum frames that wrap around the south and west portions of the building. A dark grey pre-finished aluminum panel is located along the west façade of the showroom, which includes two large window areas, "Mazda" signage is provided in several locations of the showroom facade.

The north and west elevations include drive-in overhead doors associated with the service bays for of the northerly main service area of the building. The north, east and west elevations will consist primarily of light grey precast with accent bands in a dark-grey colour located above the windows and below the roof line.

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

Access

Vehicular access to the site is provided along each of the two abutting streets as shown on Attachment #2. The driveway on Sweetriver Boulevard provides access to the main parking area and the service bay entrances. The driveway on Auto Vaughan Drive, which is shared with Maple Toyota, provides the first point of access to the site from Jane Street and is located just east of the main entrance to the showroom. The driveway from Auto Vaughan Boulevard and located along the eastern property line will also provide access to Maple Nissan, which is currently under construction, the existing Maple Toyota, and the vacant parcel of land in the middle.

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Parking

By-law 1-88 requires the minimum parking requirement for the proposed motor vehicle sales establishment to be calculated as follows:

Total Parking Required - $2,252.5 \text{ m}^2$ @ 3.0 spaces/100 m^2 GFA = 68 (including 1 Handicapped Space)

Total Parking Provided = 90 spaces (including 2 handicapped spaces)

The proposed development exceeds the minimum parking requirement of By-law 1-88, with a surplus of 22 spaces.

Services

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

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

Parkland Dedication

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

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed Site Development File DA.06.093 (2019625 Ontario Inc.) in accordance with the policies of the Official Plan and the requirements of Zoning By-law 1-88, and the area context within an auto complex and is satisfied that the development of a $2,252.5 \text{ m}^2$ motor vehicle sales establishment (Mazda Dealership) on a $8,708.2 \text{ m}^2$ lot, as shown on Attachment #2 will facilitate an appropriate development of the site, subject to the conditions of approval outlined in this report. On this basis, the Development Planning Department recommends approval of the Site Development Application.

The Development Planning Department also recommends approval of the Zoning By-law Amendment Application to remove the Holding Symbol "(H)" from the subject lands, which will facilitate the development of the site for a motor vehicle sales establishment in accordance with the C1 Restricted Commercial Zone standards of Zoning By-law 1-88. The Owner will be required to obtain the required variances to implement the proposed site development, together with satisfying all conditions of approved Consent Application B031/07 to implement the severance and reciprocal easements.

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Attachments

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

Report prepared by:

Ryan Mino, Planner 1, ext. 8213
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 56, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

56

**ARCHITECTURAL DESIGN (CONTROL) GUIDELINES
AND APPROVAL OF CONTROL ARCHITECT
BLOCK 40 SOUTH COMMUNITY PLAN
FILE 14.59**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT the Architectural Design Guidelines for the Block 40 South Community, prepared by John G. Williams Limited, Architect, BE APPROVED; and,
2. THAT John G. Williams Limited, Architect, BE APPROVED as the Control Architect for the Block 40 South Community.

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 obtain Council approval on the Architectural Design Guidelines and Control Architect for the Block 40 South Community.

Background – Analysis and Options

The Block 40 South Community is bounded by Weston Road to the east, Major Mackenzie Drive to the south, and the Cold Creek valley to the north and west, comprising Part of Lots 21 to 23, Concession 6, City of Vaughan, as shown on Attachment #1.

The approved Block Plan provides for a community with a diversity of land uses including low and medium density residential, local and neighbourhood commercial, parks, stormwater management facilities, woodlots and open space areas. The Plan is visually attractive and pedestrian-friendly with a distinct and positive identity that capitalizes on its location amidst natural features such as the Cold Creek valley corridor and the tableland woodlot. The southeast portion of the community contains a quadrant of the "Vellore Village District Centre", which is envisioned to become part of an active urban mixed-use node at the intersection of Weston Road and Major Mackenzie Drive.

a) **Council Resolution**

On August 25, 1997, Council adopted the following motion (in part):

"The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;"

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The Block 40 South Architectural Design Guidelines have been submitted by the participating Block 40 South Developer's Group in response to the above-noted resolution of Council.

b) Context for Application of Design Guidelines

One of the goals of the City in OPA #600 is to "provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas". One factor that contributes to the liveability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

Obtaining quality urban design is a high priority to the City. The public has come to perceive the urban design approaches to suburban development as problematic, especially in respect to the creation of monotonous streetscapes. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile, are now being emphasized in the marketplace. To provide guidance in this area, Council adopted, on June 11, 2001, a set of design standards for the new community areas that enunciate a series of design principles that are considered to be common to all areas.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. The guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive pedestrian oriented streetscapes.

Block 40 South Community Architectural Design Guidelines

Architectural Design Guidelines have been prepared for the Block 40 South Community to establish an architectural vision for the community, and to provide guidance in the design and siting of residential, commercial and institutional buildings and their collective impact on the streetscape.

The architectural design control process approved by the City is to be privately administered and will be the responsibility of the developer's group control architect to ensure compliance with the approved Architectural Guidelines. The control architect will be responsible for reviewing the final site plans that form part of the plans for building permit. John G. Williams Limited, Architect has been selected as the control architect by the respective participating landowners in the Block 40 South Community. The appointment of John G. Williams Limited, Architect as the Control Architect must be approved by the City.

Implementation

The subdivision agreement will provide for the control architect to approve architectural elevations for buildings prior to submission to the City for building permit. The control architect must stamp the plans certifying that the plans are in conformity with the Architectural Guidelines as approved by Council.

The architectural firm of John G. Williams Limited, Architect is the firm that prepared the Guidelines and has significant experience in this area. It is intended that John G. Williams Limited, Architect provide the services of the Control Architect (whose cost will be paid by the Block 40 South landowners group). The Development Planning Department will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

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Relationship to Vaughan Vision 2007

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A5', "Plan and Manage Growth".

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the Architectural Design Guidelines prepared by John G. Williams Limited, Architect for the Block 40 South Community, and can support its approval, subject to confirmation of John G. Williams Limited, Architect, as the Control Architect for the Block 40 South Community.

Attachments

1. Location Map (Approved Block 40 South Community Plan)
2. Draft Architectural Design Guidelines (Block 40 South Community) –COUNCILLORS ONLY

Report prepared by:

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

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 57, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

57

STREET NAME APPROVAL DRAFT PLAN OF SUBDIVISION FILE 19T-06V04 GREENBROOKE DEVELOPMENTS INC.

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

THAT the following street names for Plan of Subdivision File 19T-06V04 (Greenbrooke Developments Inc.) as shown on Attachment #2, BE APPROVED:

<u>STREET</u>		<u>PROPOSED NAME</u>
Street 'A'		Stanton Avenue
Street 'B'		Parisienne Court
Street 'C'		Orleans Circle
Street 'D'	Fiorello Court	
Street 'E'		Sangria Court
Street 'F'		Templewood Crescent
Street 'G'		Virtue Crescent
Street 'H'	Revere Crescent	
Street 'I'		Fellows Gate
Street 'J'		Headwind Boulevard
Street 'K'		Ironside Drive
Street 'L'	Lawford Road	
Street 'M'		Allenby Street
Street 'N'		Drake Street
Street 'O'		Trammel Drive
Street 'P'	Prevost Court	
Street 'Q'		Ostrovsky Road
Street 'R'		Hansard Drive

Economic Impact

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

Communications Plan

N/A

Background – Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Weston Road, north of Major Mackenzie Drive, in Lots 23 and 24, Concession 6, City of Vaughan.

The applicant has submitted street names for approval. The plan of subdivision (19T-06V04) shown on Attachment #2 was approved by Vaughan Council on September 25, 2006. The Planning Department for the Region of York does not have any objection to the proposed street names.

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The Vaughan Fire Department and the Development Planning Department have also reviewed the proposed street names, which are considered to be satisfactory.

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 no objection with the proposed street names for approved plan of subdivision 19T-06V04.

Attachments

1. Location Map
2. Draft Plan of Subdivision 19T-06V04

Report prepared by:

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

/CM

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

CITY OF VAUGHAN

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Item 58, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

58

**STREET NAME APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-06V08
MORENCI HOME BUILDERS INC.**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

THAT the following street name for Plan of Subdivision File 19T-06V08 (Morenci Home Builders Inc.) as shown on Attachment #2, BE APPROVED:

STREET
Street 'A'

PROPOSED NAME
Shalom Aleichem Court

Economic Impact

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

Communications Plan

N/A

Background – Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Summeridge Drive, east of Dufferin Street and north of Langstaff Road, in Lot 12, Concession 2, City of Vaughan.

The applicant has submitted a street name for approval. The plan of subdivision (19T-06V08) shown on Attachment #2 was approved by Vaughan Council on May 7, 2007.

The Vaughan Fire Department has also reviewed the proposed street name and has no objection.

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

The Planning Department for the Region of York does not have any objection to the proposed street name.

Conclusion

The Development Planning Department has no objection with the proposed street name for approved plan of subdivision 19T-06V08.

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Item 58, CW Report No. 34 – Page 2

Attachments

1. Location Map
3. Draft Plan of Subdivision 19T-06V08

Report prepared by:

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

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 59, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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**OFFICIAL PLAN AMENDMENT FILE OP.06.020
SITE DEVELOPMENT FILE DA.03.076
ALTERRA CUSTOM BUILDERS INC.
REPORT #P.2006.64**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.020 (Alterra Custom Builders Inc.) BE APPROVED, to amend OPA #210 as amended by site-specific OPA #471, to permit an increase to the maximum net residential density on the subject lands designated "Mixed Commercial/Residential" and shown on Attachment #1 from 148 units/ha to 203 units/ha, thereby increasing the total number of residential apartment units for Buildings "A" and "B" (Building "A" – constructed and Building "B" – proposed) from 269 to 362, thereby representing an increase of 93 units overall, to be situated in Building "B" (from the approved 87 to 180 units) as shown on Attachment #2, on the 1.787 ha site.
2. THAT the amendment to Site Development File DA.03.076 (Alterra Custom Builders Inc.) BE APPROVED, to permit a reduction in the area of the underground parking layout, a reduction in the building footprint, a revised landscape plan, and alterations to the building elevations, in order to accommodate the additional units in Building "B", subject to the following conditions:
 - a) That prior to the execution of the amending site plan agreement:
 - i) the final site plan, landscape plan, and building elevations for Building "B" shall be approved by the Development Planning Department;
 - ii) the final traffic impact study shall be approved by the Region of York Transportation and Works Department;
 - iii) the implementing Official Plan Amendment shall be in full force and effect;
 - iv) the required revision to TRCA Permit No. C-06041 to facilitate the proposed amendment to the subject development be submitted and approved, to the satisfaction of the Toronto and Region Conservation Authority; and
 - v) that the variances required to reduce the required number of parking spaces and the minimum lot area per unit required to implement the site plan shall be approved by the Committee of Adjustment, and shall be final and binding.

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- b) That the site plan agreement contain the following provision:
 - i) the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate, prior to the issuance of a Building Permit for Building “B”, in accordance with the Planning Act, and the City’s Cash-In-Lieu policy. The Owner shall submit an appraisal of the subject lands in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
- c) That Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply system in accordance with the approved Servicing Capacity Distribution Protocol dated February 26, 2007.

“IT IS HEREBY RESOLVED THAT Site Development Application DA.03.076 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 93 apartment units; which is in addition to the 269 apartment units already allocated on February 28, 2005, subject to the execution of a site plan agreement to the satisfaction of the City.”

Economic Impact

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

Communications Plan

N/A

Purpose

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

1. An application to amend the Official Plan, specifically OPA #210 (Thornhill-Vaughan Community Plan), as amended by site-specific OPA #471, to increase the maximum net residential density on the subject lands designated “Mixed Commercial/Residential” and shown on Attachment #1, from 148 units/ha to 204 units/ha (ie. an increase of 93 units from 269 to 362), on the 1.787 ha site.

On February 28, 2005, Council approved Site Development File DA.03.076 to permit the construction of 2 residential apartment buildings. It is noted that Building “A” as shown on Attachment #2 has been constructed to a maximum of 8-storeys, with a total of 182 units. Building “A” was approved for 183 units, however, as a result of two units being combined to create a larger suite, the actual number of units is 182. Building “B” was approved as an 8-storey building with a total of 86 units. The site area was formerly 1.82 ha.

The proposal to increase the density on the subject lands would result in the residential unit count in Building “B” increasing from the approved 86 units to 180 units (an additional 93 units plus the 1 unit approved but not constructed in Building “A” to be included in Building “B”). Due to market demands existing unit sizes have been reduced providing

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an opportunity to increase the number of units without an increase in the building height or footprint. The additional units will however result in minor revisions to the building elevation and a reduction in the building footprint, which will require an amendment to the existing site plan as shown on Attachments #2, #3 and #4.

2. An application for Site Development approval to amend the approved landscape plan, building elevations for the 94 additional units (93 proposed plus 1 unit carried over from Building “A”) for Building “B”, a revision to the underground parking layout incorporating the reduction in the number of required parking spaces, and revision to the site plan to reflect the reduction in the building footprint as shown on Attachments #2 to #5 inclusive. The southerly Building “A” has been constructed and includes an 8-storey, 183 unit condominium apartment building.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northeast corner of Maison Parc Court and Dufferin Street (2 and 8 Maison Parc Court), in Part of Lot 1, Concession 2, City of Vaughan. The subject lands are designated “Mixed Commercial/Residential Area” by OPA #210 (Thornhill-Vaughan Community Plan) as amended by OPA #471; and, zoned RA3 Apartment Residential Zone by By-law 1-88, subject to site-specific Exception 9(1216), which would facilitate the proposal without requiring any amendments to the zoning by-law. The total land area for lands subject to this amendment is 1.787 ha. The surrounding land uses are:

North - open space valley (OS1 Open Space Conservation Zone), CN Rail line
South - Maison Parc Court; highrise residential (RA3 Apartment Residential Zone) open space park (OS2 Open Space Park Zone)
East - open space valley (OS1 Open Space Conservation Zone)
West - Dufferin Street; commercial (C1 Restricted Commercial Zone)

On August 25, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Glen Shields Ratepayers Association. No comments were received respecting the proposed applications. The recommendation of the Committee of the Whole on September 18, 2006, to receive the Public Hearing report, and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on September 25, 2007.

Land Use Status

Official Plan

The subject lands are designated “Mixed Commercial/Residential Area” by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #471. The existing land use designation permits a variety of residential forms including apartment buildings provided they satisfy the density provision set forth in the designation, which shall not exceed 148 units/ha. For the purpose of calculating density, a net residential hectare shall include local and residential collector streets, public parks, and land for the dwelling units, but shall exclude open space areas, road widenings and all other uses. The proposed increase in the net density on the overall site to 203 units/ha to accommodate an additional 93 residential units in Building “B”, requires an amendment to the Official Plan.

Zoning

The subject lands are zoned RA3 Apartment Residential Zone by By-law 1-88 subject to site-specific Exception 9(1216), which permits residential apartment units. The proposed increase in density as a result of smaller units being proposed will require additional exceptions to facilitate the proposed site development, as follows:

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	<u>Required</u>	<u>Proposed</u>
Min. Lot Area per Unit	67m ² /unit	41.7m ² /unit
Min. Number of Parking Spaces (Phase I and II of Development)	460 spaces	433 spaces

The exception to the minimum lot area per unit is a result of the split zoning of the subject lands (see Attachment #1). The area of the subject lands zoned OS1 Open Space Conservation is not included in the minimum lot area per unit calculation. Therefore, only the 15, 119.4 m² portion which is zoned residential is used to calculate the units/ha amount in the following manner 15, 199.4 m²/362 units = 41.7 m²/units

The Owner is aware of the deficiencies and will be proceeding to the Committee of Adjustment to address the variance.

The proposed decrease in lot area per unit is directly related to lands which were originally owned by the Applicant being zoned OS1 Open Space Conservation Zone and dedicated to the Toronto and Region Conservation Authority. As a result, the tableland decreased in size from 1.82 ha to 1.787 ha, thereby creating a smaller developable parcel. This is combined with the increase in the number of units, which has resulted in the request for relief from the minimum lot area standard. The Development Planning Department can support both variances.

Site Plan

The original site plan approved by Council on February 28, 2005, consisted of two 8-storey condominium apartment buildings, (in the same location as identified in the current proposal), with the southerly Building "A" (Phase 1) comprising 183 units and the northerly Building "B" (Phase 2) comprising 86 units, for a total of 269 units. During the construction of Building "A" two units were combined to create one large suite resulting in Building "A" actually consisting of 182 units. The buildings are to be connected by a single storey common entrance (existing) as shown on Attachment #2. Building "B" (Phase 2) will include, if approved, the additional 93 units plus the one unit which was eliminated as a result of the creation of a larger suite in Building "A", for a total of 180 units.

The irregular-shaped buildings are situated on a 1.787 ha site, as shown on Attachment #2. The combined GFA for both Buildings "A" and "B" was 33,345m² (Building "A" 18,000m² and Building "B" 15,345m²). However, as a result of the altered floor plans to accommodate reduced suite sizes and an additional 94 units within Building "B", the total combined GFA has been reduced to 33,054m² (Building "A" 18,000m² and Building "B" 15,054m²); this is equivalent to a 219 m² reduction in Building "B". As a result, the site plan will be revised to reflect a slightly smaller footprint in the same location as was originally approved.

The only vehicular access to the site is from a 7.5m wide full-movement driveway access from Maison Parc Court, leading to 69 on-grade parking spaces of which 37 spaces will serve Building "A" (Phase 1) and 32 spaces will serve Building "B" (Phase 2). The driveway extends in an easterly direction as shown on Attachment #2 towards the ramp connected to Building "A" and providing access to the underground parking facility for use by residents of both Buildings "A" and "B". The underground parking layout has been slightly reconfigured to accommodate the proposed reduction in parking.

Building Elevations

The proposed 8-storey apartment building (Building "B") is to be constructed with a light beige stucco façade with the first two storeys being darker beige in colour. Neither the colour scheme

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or building materials have changed from what was approved through the original site development application. The alterations to Building “B” strictly address the addition of windows and balconies to accommodate the additional 94 units.

The Development Planning Department has reviewed the building elevations, which are considered to be acceptable.

Parking

The underground parking area will accommodate resident parking for the two buildings. The proposed reduction to the required parking is in response to a pattern of surplus parking in the two existing Alterra Condominium buildings (ie. Building “A” and Chateau Ridge to the south of Maison Parc Court) as a result of access to public transit along both Dufferin Street and Steeles Avenue West. The demand for parking is substantially lower than the 1.4 resident parking spaces/unit originally proposed. The applicant is proposing a minimum of 433 resident parking spaces, based on a reduced rate of 1.196 spaces/unit, as follows:

$$362 \text{ units} \times 1.196 \text{ resident spaces/unit} = 433$$

Visitor parking has not been impacted by the proposed reduction and will remain the same as the original approval rate of 0.19 spaces/unit for a total of 69 visitor parking spaces.

Development Planning Staff have reviewed the revised Parking Study and can support the proposed reduction as it is in keeping with other parking rates that have been approved for high density development approved throughout the Thornhill area.

Landscape Plan

Minor revisions were made to the approved landscape plan in order to address the slight reduction to the building footprint for Building “B”. The revisions made to the landscape plan must be approved to the satisfaction of the Development Planning Department.

Site Servicing

Council originally granted water and sewage allocation for a total of 269 units for both Buildings “A” and “B” on February 28, 2005.

On February 26, 2007, Council granted the subject lands “Priority 2” reservation for the additional allocation to service the proposed 93 units. Formal allocation will be provided in conjunction with the approval of the subject site plan Application.

Garbage/Recycling

Each residential floor in both buildings has a centrally located garbage and recycling room where residents dispose of their garbage and recycling. The property management company collects the garbage/recycling and relocates it to a garbage storage room located on the first underground parking floor. The property management company loads the garbage and recycling bins onto a modified tractor and relocates it to the designated pick-up area on the ground floor of Building “B” on pick-up day. Garbage and recycling pick-up is the responsibility of the Condominium Corporation, and will be administered by a private company.

Snow removal

Snow removal for both condominium apartment Buildings “A” and “B” will be the responsibility of the Condominium Corporation, and administered by a private company.

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Toronto and Region Conservation Authority (TRCA)

The TRCA has no objection to the proposed increase in density and amendment to the approved site plan, subject to the applicant amending TRCA Permit No. C-06041 for the site.

City of Toronto

The City of Toronto has reviewed the Traffic Impact Study prepared by BA Group, dated May 16, 2007 in relation to the proposed increase in density and has concluded that the impact on the Dufferin Street and Steeles Avenue West intersection will not be significant enough to require any mitigating measures.

Region of York Transportation and Works Department

The Region of York has provided comments and is requiring applicant to supplement the Traffic Impact Study to provide additional information respecting short and long term road improvements for all entrances, including left and right turn lanes, illumination and signalization, pedestrian and transit considerations. All requirements of the Region of York Transportation and Works Department shall be satisfied, as a condition of site plan approval.

Current Policy Framework

Provincial Policy Statement (PPS)

The Provincial Policy Statement provides direction on matters of provincial interest related to land use planning and development. The PPS envisions efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, employment, parks and open space, as well as, transportation choices that facilitate pedestrian mobility and other modes of travel.

The “Building Strong Communities” policies of the PPS state that sufficient land shall be made available through intensification and redevelopment, and if necessary, designated in growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time frame of 20 years.

The proposed increase in density would facilitate an intensification of higher density residential development which is consistent with the policies set forth in the PPS. The subject lands are located on the east side of Dufferin Street, north of Steeles Avenue West which currently provides for higher densities and a mix of unit sizes, as well as, having accessibility to public transit and necessary commercial uses. The subject lands have access to full municipal services as confirmed by the Functional Servicing Report and allocation for the 93 additional units has been granted Priority 2 status by Council. The subject lands are also in close proximity to existing, recreational and institutional facilities, public transit and commercial/retail locations in both the City of Vaughan and City of Toronto. The existing road network can also accommodate the increase in density as confirmed in the supporting Traffic Impact Study.

The subject lands are located in a settlement area as defined by the PPS, and on lands designated “Mixed Commercial/Residential” by the City’s Official Plan, which currently permits a maximum density of 148 units/ha. The proposed increase in density by the subject proposal to a maximum of 203 units/ha will result in intensification, and an efficient use of lands and existing services.

The proposed increase in density will also facilitate the efficient use of existing infrastructure as intensification has the potential of generating more transit use, and the use of existing roads, and tying into the existing service scheme for the area.

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Places to Grow

On June 16, 2006, the Province of Ontario approved the Places to Grow Plan, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. The Plan discusses increasing intensification of the existing built-up area, with focus on urban growth centres, intensification of corridors, and major transit stations. Concentrating intensification in these areas provides for a focus for transit and infrastructure investment to support growth, and for building compact, transit supportive communities. The plan further requires that by 2015, a minimum of 40% of all residential development is to occur within defined built up areas.

The amendment proposes intensification by increasing the net density from 148 to 203 units/ha. The location of the site is ideal for intensification because of its close proximity to service and retail commercial uses, parks and access to the arterial road network and transit systems. The proposal is in accordance with the goals of intensification established in the Growth Plan.

The Growth Plan identifies intensification corridors as locations presenting an opportunity to accommodate growth. Intensification corridors are defined as “lands along major roads, arterials or higher order transit corridors within the built boundary that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels”.

The subject lands are located along Dufferin Street, being a major arterial road extending north/south through the City of Vaughan and beyond into the City of Toronto. Existing bus transit routes are readily available traveling north and south into the City of Toronto, and also east/west along Steeles Avenue West.

Region of York Official Plan (ROP)

The Region of York's Official Plan is a broad based plan that includes policies intended to guide economic, environmental and community building decisions affecting the use of land, and to assist with the coordination of more detailed planning by the area municipalities.

One of the objectives of the Regional Official Plan with respect to housing is to “promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, and housing forms, types and tenures that will satisfy the needs of the Region's residents and workers”.

The Regional Official Plan designates the subject lands as “Urban Area”. The ROP encourages opportunities for higher densities. The proposed Official Plan Amendment to increase the density of the subject lands assists in achieving the goals set forth in the Regional Official Plan. The additional density is located in an established area with commercial uses in close proximity.

In consideration of the above, the applications to amend the Official Plan and Zoning By-law to permit an increase in residential density is consistent with the objectives of the Regional Official Plan.

OPA #210 (Thornhill-Vaughan Community Plan)

The subject lands are designated “Mixed Commercial/Residential” by OPA #210 (Thornhill-Vaughan Community Plan) as amended by site-specific OPA #471. The existing land use designation permits a maximum site-specific net residential density of 148 units/ha to the subject lands, and lands located at the northeast corner of the Dufferin Street and Steeles Avenue West intersection. More particularly, the designation pertains to the collective lands abutting Dufferin Street on the west side, valley lands to the east, the CN Rail line to the north and Steeles Avenue West to the south.

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A variety of uses are permitted on the lands including, but not limited to multiple family dwellings in various forms, and street townhouses provided the housing form can achieve the density requirement. Both institutional and commercial uses are also permitted, however, the lands subject to these applications are to be developed strictly for apartment residential purposes.

Prior to the PPS and Places to Grow Plan, which both promote intensification, OPA #210 envisioned the entire Thornhill Community to have a maximum population of 75,000. The 2001 Canada Census indicated a population of 64,241, with the intensification occurring northeast of the subject lands in the Town Centre Area (located north and south of Centre Street between Bathurst Street and New Westminster Drive). Although the subject lands are a considerable distance from the Town Centre area, Development Planning Staff are of the opinion that an increase in density is also appropriate for the subject lands, and will assist in achieving the maximum population for the Thornhill area specified in OPA #210. Furthermore, commercial facilities are readily available within walking distance as is public transit.

Planning Considerations

The location of the site, as well as, compatibility with the surrounding land uses were taken into consideration, and indicate that the proposed increase in density and variances to the zoning to permit an additional 93 units are complementary and would have little impact on the surrounding area. Review of existing Provincial, Regional and Local policies indicate that the additional density proposed is in keeping with the policies established for intensification to achieve an appropriate development.

The York Region Official Plan encourages opportunities for high density development in compatible and established areas. Furthermore, the Regional Planning Department has no concerns respecting the proposed increase of 93 units, and has delegated final approval of the Official Plan Amendment, if approved and adopted by Vaughan Council, to Vaughan, as they consider the proposal to be a matter of local significance.

The Provincial Policy Statement has policies similar to that of the Regional Official Plan. The PPS includes policies requiring a mix of residential uses that promote cost-effective development standards and which minimize land consumption. The proposed development satisfies these policies.

The Growth Plan for the Greater Golden Horseshoe further establishes the principles of compact communities that provide a choice in housing and transportation.

Given the location of the site in an established area, within the Thornhill Community, and on lands currently designated for higher density residential development, and in consideration of the minimal impact if any on hard and soft services, the introduction of 93 additional residential units is considered by the Development Planning Department to be appropriate and represent good planning.

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 Region of York Planning Department has reviewed the proposed official plan amendment and has determined it to be of local significance. Detailed elements of the site plan proposal pertaining to transportation matters along Dufferin Street will be reviewed and approved by the Region of York Transportation and Works Department.

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Conclusion

The Development Planning Department has reviewed the proposed application to amend the Official Plan to permit an increase in the residential density to facilitate an additional 93 units on the overall property, specifically situated in Building “B” (Phase II of development). In light of the Provincial, Regional and City policies, and the area context, staff can support the approval of the application, which is considered to be appropriate and compatible with the surrounding area. Also, the Development Planning Department can support the approval of the Site Development Application amending the landscaping, building elevation, and building footprint for Building “B”, and the reconfiguration of the underground parking area addressing the reduction to the required parking for both Buildings “A” and “B”.

Attachments

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

Report prepared by:

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/LG

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

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Item 60, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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**OFFICIAL PLAN AMENDMENT FILE OP.06.023
ZONING BY-LAW AMENDMENT FILE Z.06.052
SITE DEVELOPMENT FILE DA.06.069
DCMS GP (DUFFERIN STEELES) INC. (DIVERSICARE)
REPORT #P.2006.70**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.023 (DCMS GP (Dufferin Steeles) Inc.) BE APPROVED, to amend the "Mixed Commercial/Residential" designation of OPA No. 471 to permit an increase in density from 148 units/ha to 189 units/ha, which is an increase in the aggregate number of units from 227 to 309 (increase of 82 units) on the combined subject and northerly (Alterra) lands, or specifically, an 82 unit increase on the subject Diversicare site from 78 to 160 units, as shown on Attachment #1.
2. THAT Zoning By-law Amendment File Z.06.052 (DCMS GP (Dufferin Steeles) Inc.) BE APPROVED to amend the RA3 Apartment Residential Zone standards within Exception 9(545) of By-law 1-88, and that the implementing zoning by-law:
 - a) include the necessary exceptions identified in the staff report to implement the approved site plan; and,
 - b) to remove the Holding Symbol "H" on the subject lands zoned RA3(H) Apartment Residential Zone as shown on Attachment #1, to facilitate the development of a 6 storey, 160 unit seniors retirement residence.
3. THAT Site Development File DA.06.069 (DCMS GP (Dufferin Steeles) Inc.) BE APPROVED, to permit the development of a 6-storey, 160 unit seniors retirement residence, 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, elevation plan, and landscape plan shall be approved to the satisfaction of the Vaughan Development Planning Department;
 - ii) the final site servicing and site grading plan, storm water management report, access, on site circulation (including the underground parking) and noise report shall be approved to the satisfaction of the Vaughan Engineering Department;
 - iii) the Owner shall satisfy the requirements of the Vaughan Fire Services Department

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- iv) all hydro requirements shall be fulfilled to the satisfaction of PowerStream Inc.;
- v) the Owner shall satisfy the requirements of the Region of York Transportation and Works Department;
- vi) the Owner shall satisfy the requirements of the Toronto and Region Conservation Authority; and,
- vii) the Owner shall satisfy the requirements of the City of Toronto; and,
- b) that the site plan agreement include the following conditions:
 - i) the Owner shall pay by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
 - ii) a Structural Engineer shall provide certification to the Building Standards Department at the time of Building Permit Application that the underground roof slab has been designed to support all structures and plant materials;
 - iii) garbage collection and snow removal for the apartment building shall be the responsibility of the Owner;
 - iv) Development Charges are applicable and are to be paid in accordance with the Development Charges By-law applicable at the time of Building Permit issuance; and,
 - v) the Owner shall include all necessary noise warning clauses in the property and tenancy agreements, in accordance with the noise report to be approved by the Vaughan Engineering Department.

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. An Official Plan Amendment Application (File OP.06.023) to amend the "Mixed Commercial/Residential" designation of OPA No. 471 to permit an increase in density from 148 units/ha to 189 units/ha (ie. from 78 units to 160 units [increase of 82 units] on the subject Diversicare lands to facilitate a 6-storey seniors retirement residence, or from 227 to 309 units on the combined subject and northerly Alterra lands as shown on Attachment #1

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2. A Zoning By-law Amendment Application (File Z.06.052) to permit the necessary exceptions to the RA3 Apartment Residential Zone standards in Exception 9(545) of By-law 1-88, and the removal of the Holding Symbol "H" on the subject lands currently zoned RA3(H) Zone, to facilitate the development of a 160 unit seniors retirement residence.
3. A Site Development Application (File DA.06.069) to facilitate the development of a 160 unit seniors retirement residence on the subject lands shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northeast corner of Steeles Avenue West and Dufferin Street in Part of Lot 1, Concession 2, City of Vaughan. The 0.67 ha irregular shaped lot has 77m frontage along Dufferin Street and 120m flankage along Steeles Avenue West. The site is currently developed with an eating establishment. The surrounding land uses are:

North - residential (RA3 Apartment Residential Zone)
South - Steeles Avenue West; commercial (City of Toronto)
East - open space (OS2 Open Space Park Zone)
West - Dufferin Street; commercial (C6 Highway Commercial Zone and C1 Restricted Commercial Zone)

On November 17, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Glen Shields Ratepayers Association. The recommendation of the Committee of the Whole on December 11, 2006, to receive the Public Hearing report, and to forward a comprehensive report to a future Committee meeting, was ratified by Council on December 18, 2006.

Previous Approvals

The site was subject of Ontario Municipal Board (OMB) decisions regarding applications by former owners in 1994 and 1997. On February 23, 1994, the OMB issued a decision, regarding applications by a previous owner, to amend the Official Plan and Zoning By-law and obtain Site Plan approval for lands at the northeast corner of Dufferin Street and Steeles Avenue West (the subject and Alterra lands). Those applications proposed two, 17-storey apartment buildings with a total of 296 units, and a 6,000m² office building on the combined site. The OMB denied the appeals, and in its decision, the OMB recommended a comprehensive policy approach to the development of the Dufferin and Steeles intersection.

Following a municipal study, identifying acceptable density, appropriate land uses, and traffic and access issues, a second OMB decision in 1997 resulted in the approval of OPA No. 471 and the approval of a site-specific zoning by-law amendment to facilitate the comprehensive site development of the northeast corner of Dufferin Street and Steeles Avenue. The northerly portion of the overall 1.6 ha land holding was owned by Alterra and has been developed with a 149 unit condominium apartment building. The southern portion (now owned by the applicant [DCMS GP (Dufferin Steeles) Inc.] and also known as Diversicare), is currently developed with a restaurant and is subject of the applications discussed in this report.

Prior to the purchase of the southern portion by the applicant, the former owner (680401 Ontario Limited – In Trust for Network Realty), obtained Council approval on June 27, 2005 to amend OPA No. 471 to increase the residential density on this site from 148 to 170 units/ha, thereby increasing the number of units permitted on the site, from 78 units to 129 units, and limiting the amount of commercial floor area permitted within the building. The former Owner intended to build a 6-storey, 129 unit residential condominium with ground floor commercial uses, however, the property was sold (to the current Owner of the subject applications) and the approved

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amendments were not implemented through the adoption and enactment of the required official plan and zoning by-law amendments, respectively. The previously approved Files OP.04.021 and Z.04.073 (680401 Ontario Limited- In trust for Network Realty) are being closed.

The policies and zoning provisions for the subject lands are interconnected with the site to the north due to the OMB approved policies in OPA 471 and the standards contained in the site-specific zoning exceptions which treats the two individual sites as one property, regardless of severances, etc.

Current Proposal

The new owner (Diversicare) has applied for the subject amendments to the Official Plan and Zoning By-law and for Site Development approval, to facilitate the development of a 6-storey seniors retirement residence. These current applications propose small retirement suites within a building having a similar building footprint to that which was originally approved. The individual suites do not contain kitchen facilities, and food preparation and dining areas are provided as a centralized function/facility, with assisted living care offered to the residents who are dependent on this service.

Policy Context

a) Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The PPS envisions efficient development patterns optimizing the use of land, resources and public investment in infrastructure and public service facilities. Land use patterns should promote a mix of housing, employment, parks and open space, and transportation choices that facilitate pedestrian mobility and other modes of travel and should support efficient land use, provide for a range and mix of housing types and densities, and residential intensification, which encourages the use of public transit.

The “Building Strong Communities” policies of the PPS state that sufficient land shall be made available through intensification and redevelopment to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time frame of up to 20 years.

The PPS transportation policies also promote land use patterns, densities and mix of uses that minimize the length and number of vehicle trips and support public transit and other alternative transportation modes, including commuter rail and buses.

The Provincial Places to Grow Plan, also envisages increasing intensification of the existing built up areas within municipalities, particularly along corridors and major transit stations. Concentrating intensification in these areas supports transit and infrastructure investment to support growth, compact urban form and transit-supportive communities. The Growth Plan also states that “Strong, healthy inclusive communities have a broad mix of housing types, tenure opportunities and price ranges available to meet the needs of all residents”.

The subject proposal is consistent with the policies of the Provincial Policy Statement and Places to Grow. The site is located within a settlement area at the intersection of an “Urban Corridor” and a “Regional Corridor” that provides opportunities for intensification and the efficient use of land through an increase in density and provision of easy access to existing public transit for future residents. The form of development further supports the PPS and Provincial Places to Grow policies by providing an additional housing type to meet the current and future needs of an aging population within the community.

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b) Region of York – Official Plan

The Region of York's Official Plan designates the subject lands as "Urban Area", which is serviced by major transportation corridors and transit systems. Objectives of the Regional Plan are to target growth in existing built-up portions of the urban areas; to encourage carefully planned intensification; and, to provide for a broad range of housing types and higher density development, to promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, and housing forms, types and tenures that will satisfy the need of the Region's residents and workers.

The Regional Official Plan also identifies Steeles Avenue as a "Regional Corridor" and Dufferin Street as "Local Corridors" and Regional Transit Grid Trunk Routes which encourages and promotes opportunities for higher densities within such corridors; and which recognizes the functions of such corridors in linking centres, providing transit routes and in providing a mixed-use form of development that is transit supportive. The site is located on two major transportation corridors and is well serviced by existing transit systems. In view of the above, the applications are consistent with the objectives of the Regional Official Plan.

The Regional Planning Department has no objections to the proposed applications and has further indicated that the OPA application (File OP.06.023) has been exempted from Regional approval, allowing the Amendment to come into effect following its adoption by Vaughan Council and the expiration of the required appeal period. The Region has provided technical comments on the site plan application, which are discussed later in this report.

c) City of Vaughan – Official Plan

The subject lands are designated "Mixed Commercial/Residential Area" by OPA No. 210 (Thornhill-Vaughan Community Plan), as amended by OPA No. 471, which permits residential apartments and also commercial uses to a maximum GFA of 1,100m² (the proposal does not include commercial, which is proposed to be eliminated). As discussed above, OPA No. 471 also applies jointly to the abutting Alterra lands which have been developed with an 8 storey, 149 unit condominium apartment building (Chateau Ridge). The current Official Plan Amendment application is to increase the overall density permitted on the subject lands from 148 units/ha to 189 units/ha (an increase of 82 units on the subject Diversicare site from 78 to 160 units), to provide for the development of a 160 unit seniors retirement residence. The proposed seniors retirement units will not have individual kitchen or meal preparation facilities within each suite, and food preparation and dining will take place within a common centralized facility within the building. Assisted living care will also be offered to the residents.

Traffic Impact Policies of OPA No. 471

OPA No. 471 requires a traffic impact report to be submitted where an increase in density is proposed, to assess the impact of the development on the surrounding road network. The applicant submitted a Traffic Impact Assessment by the BA Group, dated June 28, 2006. The BA Group report concludes that the proposed increase in residential units without any commercial GFA on site, will not have a negligible impact on the existing road network in the vicinity of the subject lands. The traffic impact of an application for a smaller increase in density proposed by Alterra (File OP.06.020) on the property north of the existing Alterra property (located on the north side of Maison Parc Court) was assessed by both Vaughan and the City of Toronto to ensure the proposed density increases of both Official Plan Amendment applications will not have unacceptable impacts on the road network in the Dufferin Street and Steeles Avenue area. The site abuts Steeles Avenue, which is an arterial road under the jurisdiction of the City of Toronto.

On April 20, 2007, the City of Toronto requested additional traffic assessment information from the applicant. On May 18, 2007, the City of Toronto provided comments indicating that both

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proposed developments would not have a significant impact on the intersection and that mitigation was not required. However, the applicant must obtain the necessary approvals and satisfy the City of Toronto's requirements regarding access to Steeles Avenue, as outlined in the May 18, 2007 letter.

The City of Vaughan Engineering Department and the Region of York Transportation and Works Department also reviewed the traffic report and were satisfied with the conclusions.

Servicing/Allocation

The Region of York Planning and Development Services Department has advised that allocation required for retirement home type facilities no longer requires municipal Council allocation of servicing capacity where:

- i) individual units/rooms do not contain kitchen facilities;
- ii) food preparation and dining are a centralized function/facility; and,
- iii) assisted living care and/or healthcare are offered to the residents who are dependent on this service (although the facilities do not necessarily need to be registered under the Nursing Home Act).

The proposed development meets this criteria and will not require assigned servicing capacity under the City's servicing protocol.

Parkland Dedication

The increase in the number of units from 78 to 160 on the subject lands, and the aggregate increase from 227 to 309 units on the combined subject lands and northerly Alterra site, along with the elimination of the commercial GFA from the site, necessitates the parkland dedication amount to be recalculated in accordance with the parkland dedication policies of OPA No. 471 and the Planning Act. A park was provided at the terminus of Maison Parc Court to serve the OPA No. 471 area, and therefore, additional parkland cannot be accommodated. Any required additional dedication resulting from the increase in the number of units on the site will be facilitated by way of a cash-in lieu dedication.

In this regard, the Owner will be required to pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit in accordance with Section 42 of the Planning Act. The Owner is to submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal will form the basis of the cash-in-lieu payment. The cash-in-lieu dedication will be calculated, prior to the execution of the site plan agreement.

Density/Compatibility

The policies of OPA No. 471 set a maximum residential density in units per hectare (units/ha). Since the proposed seniors building does not contain full residential units, it is difficult to consider the density of the proposed development in terms of units per hectare. However, it is recognized that the building footprint, massing, height and setbacks of the proposed development remain similar to that which was approved in the previous Official Plan and Zoning By-law Amendment applications. Development Planning Staff is of the opinion that the proposed increase in density to facilitate a seniors residence can be supported.

The proposal is appropriate, compatible with existing development in the surrounding areas, and will facilitate a form of intensification and revitalization at the Dufferin Street and Steeles Avenue

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intersection that is consistent with the Provincial and Regional policies. Furthermore, the proposed development will not result in on-site parking problems and will not have unacceptable impacts on traffic in the surrounding area as concluded in the traffic impact report.

Zoning

The subject lands are zoned RA3(H) Apartment Residential Zone with the Holding "H" provision by By-law 1-88, subject to site-specific Exception 9(545). This zoning permits an apartment dwelling and commercial uses including a bank or financial institution, business or professional office, convenience retail store, eating establishment, personal service shop, post office, retail store and video store.

The Owner has submitted an application to amend the Zoning By-law to permit exceptions to the site-specific RA3(H) Apartment Residential Zone standards on the subject lands, to implement the proposed seniors development shown on Attachment #2.

The "Holding" symbol was placed on the subject lands to ensure that the adjacent arterial roads functioned appropriately and that the necessary improvements to support the proposed level of development, related road, walkway and park conveyances and site plan approval, were either secured or were in place prior to the removal of the Holding provision. The policies in OPA No. 471 also indicate that applications that increase density of development must be supported by a traffic study, which is to assess the impacts of the proposed development on the road network.

The conditions regarding the road/intersection improvements and the walkway were secured through the northerly Chateau Ridge development when the Holding provision was lifted for that development. However, in accordance with the requirements of OPA No. 471 regarding applications for increases in density being supported by a traffic study assessing the impacts on the road network, a traffic analysis has been provided by the applicant and reviewed and approved by the City of Vaughan, City of Toronto, and the Region of York, thereby satisfying the requirement of OPA No. 471 and the removal of the Holding "H" Provision.

Proposed Zoning Exceptions

OPA No. 471 and the current zoning for the property, apply jointly to both the subject lands and the abutting northerly Alterra lands and were based on comprehensive development plan approvals by the OMB, to facilitate mixed commercial/residential development on the site. Within these documents, the entire property is viewed as one lot, regardless of the number of buildings and structures on any part of the property, and regardless of any conveyances, easements or condominium approvals. Although, the land covered by OPA No. 471 was severed into two parcels, and the north parcel has been developed as a 149 unit residential condominium (York Region Condominium Corporation No. 1045) and the south parcel is proposed to be redeveloped as a senior retirement residence, the current zoning on the site provides for the lands to be deemed as one lot and no further zoning exception is required regarding the definition of a "lot". The zoning exceptions that are required to facilitate the proposed seniors residence are as follows:

a) Parking and Access Requirements

A reduction in the parking standards for the proposed development has been requested. The Consult Group parking justification report indicated that although the existing zoning for the site requires 1.5 spaces per unit, factors including transit accessibility, low vehicle ownership characteristics for the proposed building, shuttle bus service for the residents and the parking supply/demand, would support a reduced residential parking standard of 0.4 spaces/unit. The proposed reduction in parking is acceptable to the City's Engineering Department.

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The site plan provides for 28 surface parking spaces and 42 spaces underground spaces for a total of 70 parking spaces. Given the existing zoning requirement limits the surface parking to 20 parking spaces, an exception is required. Development Planning Staff can support the site-specific exceptions to the by-law to permit a reduced parking ratio and to permit a maximum of 28 surface parking spaces.

b) Building Envelope

The current zoning on the site includes building envelopes for the subject lands and the northerly Alterra site. The current zoning allowed for a 6-storey, 20m high building within an “L” shaped footprint”. The location of the proposed residential building is generally consistent with the approved building envelope for the Diversicare site. However, the proposed building is slightly narrower and longer than the approved foot-print. The applicant's proposal requires an amendment to the building foot-print to reflect the current proposal, which remains similar in height, massing and scale to the approved zoning. Development Planning Staff can support the revision to the building envelope as it facilitates the internal suite layout for the seniors' retirement residence.

c) Residential Building GFA

The existing zoning permits a maximum residential GFA of 12,255 m² on the subject lands, along with a maximum 1,100m² commercial GFA. The applicant is proposing 13,000m² of residential GFA to facilitate the seniors retirement residence with no commercial GFA. An exception to the by-law will remove the 1,100m² commercial GFA permitted on the site under the previous zoning and recognize the increased residential GFA.

d) Residential Unit Count

The existing zoning permits a maximum aggregate residential dwelling unit count on the combined site of 227 units. The northerly Alterra site has been developed with 149 units. The proposed application increases the maximum number of residential dwelling units on the subject lands by 82 units from 78 to 160 units thereby increasing the maximum aggregate dwelling unit count for the combined site from 227 to 309 units. Development Planning Staff can support the increase in the number of units.

e) Definition of Dwelling Unit

Since the proposed development will not contain units with individual cooking facilities within each unit, and food preparation and dining areas will take place within a common centralized facility within the building, an exception is required to address the definition of dwelling unit as it applies to this site. This type of exception has been used for similar developments elsewhere in the City.

f) Continuation of Existing Commercial Use

An exception is required for the Diversicare lands to remove the provisions for the continuation of the existing restaurant use on the site, since with the approval of the subject application, the restaurant building will be demolished to facilitate the development of the seniors residence.

g) Amenity Area

The site-specific zoning requires a minimum amenity space standard of the greater 1,250m² or 25m² per unit on the subject Diversicare lands. An exception is required since an amenity space of 2,720m² or 17m² per unit will be provided on this part of the site.

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Site Plan

The Diversicare site is 0.67 ha, and irregular in shape, as shown on Attachment #2. The building shape, coverage and placement are similar to that which was previously approved. The building is an L-shaped 6 storey seniors retirement residence, wrapping around the corner of Dufferin Street and Steeles Avenue West. Access to the site will be from a right-in, right-out driveway from Steeles Avenue and from a driveway at the north end of the site which crosses the Chateau Ridge site to a full access on Maison Parc Court. A shared cross-easement agreement has been entered into between Alterra and Diversicare regarding access to Dufferin Street, Steeles Avenue and Maison Parc Court. As Steeles Avenue West is a City of Toronto road, final approval for the Steeles Avenue driveway access must be to the satisfaction of the City of Toronto.

The parking areas are generally located to the north of the building, with the underground parking ramp provided on the far east side of the building.

Elevations

The building elevations are shown on Attachments #4, #5 and #6. The building is an L-shaped design wrapping around the corner of Dufferin Street and Steeles Avenue. The main façade faces southwest where the entrance is located. The building materials consist of architectural stone, brick, windows, metal railings and a chocolate brown mansard roof. Light pink and earth tone coloured stone covers the base of the building. The beige brick used around the perimeter of the building compliments the stone. Accents along the building incorporate molding bands. The windows will consist of clear glass. Balconies are also provided for the suites. The final elevation plans must be approved to the satisfaction of the Development Planning Department.

Landscape Plan

The site will be landscaped with a variety of trees and shrubs as shown on Attachment #3. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

Engineering

The City Engineering Department has reviewed and approved the Environmental Site Assessment (ESA) Report for the property and has requested that prior to approval of the subject applications that the ESA report be registered with the Environmental Site Registry of the Ministry of the Environment. The applicant has advised that the report is in the process of being registered. The site plan will not be executed until confirmation of the registration has been received by the Development Planning Department.

The final site servicing and grading plan and stormwater management report and any on-site traffic management design issue must be approved to the satisfaction of the City Engineering Department.

Garbage Pick-up and Snow Removal

All garbage and recycling materials will be stored internal to the building. Garbage and recycling will be removed from the site by private collection. Diversicare staff will pick up garbage and recyclable materials from the individual suites to be stored in the building's garbage room for pick-up by a private contractor.

Snow removal is also to be the Owners responsibility by way of a private contractor.

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Hydro

All hydro requirements must be addressed to the satisfaction of PowerStream Inc., prior to the final site plan approval.

Vaughan Fire Prevention Services

Vaughan Fire Prevention Services has requested that the existing fire hydrant located on the south side of the building be relocated rather than removed and capped off, to ensure the existing level of fire protection for the area is not reduced. The final location of the fire hydrant must be to the satisfaction of the Vaughan Fire Department.

City of Toronto

The City of Toronto has reviewed the subject applications and has requested that the applicant address their transportation access requirements as set out in the City's May 18, 2007 letter. The Owner is required to address the requirements of that letter to the satisfaction of the City of Toronto, prior to execution of the site plan agreement.

Region of York

The Region of York Transportation and Works Department has reviewed the site plan application and has no objection to the proposed development in principal. The applicant is to address the comments in the Region's March 21, 2007 letter that indicates the Region is protecting a 45.0 metre right-of-way for this section of Dufferin Street and therefore municipal setbacks are referenced from a point 22.5 metres from the centre line of Dufferin Street. The Region has also requested that the Owner satisfy the Region's requirements regarding the existing and proposed YRT/Viva transit services operation along Dufferin Street and Steeles Avenue West, and that a pedestrian access connect to the northeast corner of that intersection (as shown on Attachment #2). In this regard, the Owner is required to address the Region of York's requirements as indicated in the Region's March 21, 2007 letter.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposed applications and has provided comments regarding the stormwater management on the site, and has requested some design changes. Prior to the execution of the site plan agreement, the applicant must satisfy the stormwater management concerns to the satisfaction of the Toronto and Region Conservation Authority.

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 Region of York has reviewed the subject proposal and has granted an exemption from Regional approval of the Official Plan, should the application be approved by the City. The applicant must satisfy the requirements identified in the Region's letter dated March 21, 2007, as noted earlier in this report.

Conclusion

The proposed applications to amend the Official Plan and Zoning By-law, and for Site Development approval, have been reviewed in light of the Provincial Policy Statement, Region of

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York Official Plan, the City's OPA No. 471, the requirements of By-law 1-88, comments from public agencies, and the surrounding land use context respecting existing and future development. The Development Planning Department is of the opinion that the proposed amendment to the Official Plan and the proposed zoning exceptions will facilitate an appropriate and compatible development for a seniors retirement residence at the northeast corner of Dufferin Street and Steeles Avenue West. For the reasons identified in this report, it is recommended that the proposed applications to amend the Official Plan and Zoning By-law, and for Site Development, be approved.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations (West & South)
5. Elevations (North & East)
6. Elevations (Southwest Corner)

Report prepared by:

Laura Janotta, Planner, ext. 8634
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 61, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

61

STREET NAME APPROVAL **BLOCK 12 COMMUNITY PLAN**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

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

<u>STREET</u>	<u>APPROVED NAME</u>	<u>PROPOSED NAME</u>
Street 'R'	Bino Lane	M ^c Combe Lane
Street 'AK'	Pisani Street	Balsamo Street

Economic Impact

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

Communications Plan

N/A

Background

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

Street names for the Block Plan shown on Attachment #1 were approved by Council on June 15, 2005. The Block 12 Developer's Group has submitted new street names for Streets 'R' and 'AK', as identified in the recommendation.

The Vaughan Fire Department has also reviewed the proposed street name and has no objection.

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

The Planning Department for the Region of York does not have any objections to the proposed names.

Conclusion

The Development Planning Department has no objection with the revised street names for the Block 12 Community Plan.

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Attachments

1. Block 12 Community Plan

Report prepared by:

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

/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 62, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

62

**YONGE STREET AREA STUDY (STEELES TO 407)
FILE NO. 15.97**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. That the attached Terms of Reference for a comprehensive review of Yonge Street from Steeles Avenue to Highway 407, north and south of the Thornhill Heritage Conservation District, BE APPROVED;
2. That the Policy Planning Department initiate the process to retain the required consulting services to undertake the required work; and
3. That the Policy Planning Department coordinate the Study with Town of Markham study on Yonge Street to the maximum extent possible.

Economic Impact

The required budget of \$270,000 has been included and approved in the 2007 Capital Budget for the Policy Planning Department. Ten percent of the study cost will be funded through taxation, with the balance recoverable through future development charges.

Communications Plan

Upon Council approval of the Study Terms of Reference and consultant selection, the Study will be initiated with an Open House to which all interested stakeholders will be encouraged to attend. A Stakeholder Consultation Group will be established to provide input throughout the Study process. The process will also include community consultation meetings and design workshops, and will conclude with a Public Hearing to consider amendments to the Official Plan. Further details of the communications and consultation approach will be defined in the Terms of Reference and consultants' workplan.

Purpose

The purpose of this report is to provide an overview of the study requirements which are outlined in greater detail in the attached draft Terms of Reference.

Background - Analysis and Options

At the Working Session of Committee of the Whole on April 24, 2007, the adopted resolution directed staff to draft a Terms of Reference and prepare a budget estimate for a Yonge Street Area Study from Steeles Avenue north to Highway 407. The Study would include the lands on the west side of Yonge Street north and south of the Thornhill Heritage Conservation District. The Study also includes the north side of Steeles Avenue from Yonge westward to the vicinity of Hilda Avenue. The Yonge Street portion of the Thornhill Conservation District was recently the subject of a comprehensive land use and urban design study which concluded with the adoption of OPA 669 in June, 2006.

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Provincial Policy Context

Recent Provincial policy initiatives and legislation (*The Greenbelt Act*, *The Oak Ridges Moraine Conservation Act* and *The Places to Grow Act*) have established a number of new policy imperatives. The recently enacted Bill 51 (*An Act to amend the Planning Act and the Conservation Land Act*) requires that a municipal council's decisions on planning matters be in conformity with the Provincial plans enabled by the above noted legislation.

In particular, the Plan For The Greater Golden Horseshoe (PGGH), prepared under the Places to Grow Act, includes an array of policies to encourage intensification of urban areas, and to reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments. Some of its policies are of specific relevance to intensification corridors like Yonge Street, which must be designated as such in the Official Plan, and planned to achieve:

- Increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; and
- A mix of residential, office, institutional and commercial development wherever appropriate.

Intensification corridors shall generally be planned to accommodate local services, including recreational, cultural and entertainment uses. The PGGH strongly emphasizes the importance of planning for the development, optimization, and/or expansion of new or existing transportation corridors, and coordinating transportation system planning, land use planning and transportation investment.

The Region of York Official Plan

The Region of York is now engaged in a review of its Growth Management Plan, to be followed by the updating of its Official Plan based on the principles of sustainable development. The Region is projecting significant increases to its population and employment by 2031, and consequently, it is expected that Vaughan will be assigned significant additional growth. The City is obliged to amend its Official Plan in conformity with Provincial policy and the York Region Official Plan.

In 2005, the Region amended its Official Plan by introducing a new package of policies dealing with the development of Nodes and Corridors (ROPA 43), and identifying Yonge Street and Highway 7 as Regional Corridors. The Regional Corridors are considered the main arteries of the Region's urban structure, with great potential for more intensive and mixed-use forms of development served by rapid transit. The Regional Corridors are also expected to be the locations of 'sub-centres' or 'inter-modal nodes'. Local municipal Official Plans are expected to acknowledge such centres through their designation as 'Key Development Areas', with a long term density target of 2.5 Floor Space Index (FSI). The Region has completed the Environmental Assessment for higher order transit on Yonge Street, and is now in the detailed design stage for the surface transit infrastructure.

STUDY OVERVIEW

The Yonge Street Area Study is being undertaken to update the existing Official Plan policy regime applicable to Yonge Street, in recognition that the policy context has changed significantly since the Thornhill/Vaughan Community Plan (OPA 210) was approved in 1986. Approval of the Province's Places To Grow Act and York Region's commitment to higher order transit service on Yonge Street, together with growing public recognition that global warming requires immediate attention, all argue strongly for municipal action to ensure that the Region's transit investment is supported by intensified, transit-supportive, environmentally sustainable development.

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The timing of the Study is also opportune, given that work is proceeding on the implementation of improved transit service on Yonge Street by the York Region Rapid Transit Corporation (YRRTC). Also, the development community has shown its interest in initiating higher density redevelopment, with applications on both sides of Yonge Street, and therefore appropriate policies are needed to respond to their initiatives. As the Province and Region have recently defined clear policy expectations and a broad vision for key corridors like Yonge Street, complementary local policies and refinement of the vision are needed to complete the policy framework and establish clear ground-rules for redevelopment. The Yonge Street Area Study will conclude with Official Plan amendments which will be incorporated into the City's new Official Plan when it is completed.

Description of the Study Area

For clarity, it is easiest to describe Yonge Street in three components:

- Yonge South, from Steeles Avenue to just south of the Thornhill Public School at Arnold and Yonge;
- Yonge Central, from Thornhill Public School to the south edge of the East Don River Valley; and
- Yonge North, from the southern edge of the East Don River Valley to the Highway 407 right-of-way.

The Study Area is located on the west side of Yonge Street, and is generally defined to include some of the neighbouring properties off Yonge to take account of the context of existing built development. The Study Area is shown on Attachment 1, and includes Yonge North and Yonge South. The Yonge Central area is not a focus of the Study, (although it will be considered as part of the broader context) as it was recently the subject of the Thornhill Yonge Street Study, which focused on the Yonge frontage within the Thornhill Heritage Conservation District, and concluded with the approval of OPA 669 in 2006.

Both Yonge North and Yonge South are characterized primarily by the predominance of one and two storey commercial buildings, many of which are in a strip mall format with parking lots in front, and little if any attention to streetscaping. There are also some high density residential buildings, particularly between the York rail subdivision and Clark Avenue, and some mid-rise buildings with ground floor retail and apartments above, just north of Clark Avenue. Generally, commercial development is confined to the Yonge and Steeles frontages, although there are some larger concentrations, particularly at the Yonge Street and Steeles Avenue intersection. To the west of Yonge Street, much of the surrounding area comprises stable residential neighbourhoods.

On the east (Markham) side of Yonge Street from north of Steeles Avenue to the Heritage District, the Yonge frontage is characterized by low-rise retail and highway commercial uses, including retail plazas. North of Clark Avenue, there are older, mid-rise apartment buildings.

On the east (Markham) side of Yonge Street north of the East Don River Valley, much of the frontage is low and mid-rise commercial buildings, including a concentration at Royal Orchard Drive and Yonge Street. North and south of Royal Orchard, there are a number of high-rise apartment buildings. This area may be the subject of a future study by the Town of Markham following completion of their current study further south.

Purpose of the Study

The Study will produce a new policy framework to guide redevelopment along the north side of Steeles Avenue from Yonge Street to the vicinity of Hilda Avenue, and along the west side of Yonge Street (excluding the Heritage District), complementing development on the east side. Detailed analysis of existing land use conditions, servicing, transportation, market conditions, and

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community services constraints and requirements, together with ongoing consultation with affected stakeholders, will precede the preparation of land use and urban design plans for the North and South components of the corridor. Detailed master streetscaping plans, an implementation plan and an implementing by-law are also required to fully achieve the vision for Yonge Street. Streetscaping requirements will, of necessity, be coordinated with YRTP's design for the lands within the Yonge Street right-of-way and transit infrastructure to be located there.

The Study will be closely coordinated with work already underway by the Town of Markham. Markham's study deals with the properties on the east side of Yonge Street from Steeles Avenue to the Farmer's Market property at Elgin Street, which responds to a major development application on the former Hy and Zel's site. Markham's study is expected to be complete by the end of 2007. Given the need to discuss and resolve a number of issues, and transportation capacity in particular, a high level of coordination with both the Town of Markham and the City of Toronto will be required for the duration of the Study.

Given the timing of Markham's study, and the considerable length of Yonge and Steeles frontage to be addressed by the City's study, the work is proposed to proceed in two stages, with Stage 1 focusing on Yonge South to properly coordinate with Markham's work. Stage 2 will address the Yonge North area, and will also require coordination with Markham staff, who may undertake similar work in 2008 on the east side of Yonge Street north of the Valley.

Consulting Requirements of the Study

The Study requires the services of a multi-disciplinary team with knowledge and expertise in land use planning, urban design, transportation, servicing, community services and commercial and residential real estate market conditions.

Public Consultation Process

The consultation process will involve all of those individuals and interests having a stake in the future of the Yonge Street area - local residents, ratepayer groups, the business community, the development community, public agencies and other special interest groups. The process will include meetings, open houses, workshops and presentations, and requires active participation by the community to succeed. Staff anticipate that one or two Stakeholder Consultation Groups (SCGs) will be established to represent interests in Yonge North and South, and provide ongoing input throughout the process. Details of the proposed consultation process will be provided in the submissions of candidate consulting teams.

Timing

Each stage of the Study is expected to require approximately nine months to complete. Stage 1 of the Study is expected to be complete in the Spring, 2008, with Stage 2 being complete in late 2008. Each stage will conclude with a Public Hearing for an Official Plan amendment.

Products of the Study

The following deliverables will be provided by the consulting team:

- Land Use & Urban Design Plans/Strategies for Yonge North and Yonge South
- 2 Official Plan amendments
- Design guidelines
- 2 master streetscape plans
- 2 implementation plans
- 2 implementing bylaws

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Project Administration

The project will be managed by the Policy Planning Department. A Coordinating Committee will be established to provide input from key City departments and public agencies, and to facilitate coordination with the Town of Markham and the City of Toronto. The Coordinating Committee will include representation from the following:

- City of Vaughan: Departments of Policy Planning, Development Planning, Engineering & Public Works, Community Services
- Town of Markham: Department of Planning and Urban Design
- City of Toronto: City Planning Division
- Region of York: Departments of Planning & Development, Transportation & Works, York Region Rapid Transit Corporation (YRRTC)
- Toronto Region Conservation Authority (TRCA)

The Study will also require consultation with other agencies and corporations, such as CN Rail, Powerstream and Hydro One.

Budget

The total budget approved by Council for the Yonge Street Area Study is \$270,000.

Relationship To Vaughan Vision 2007

The proposed new Official Plan is consistent with the Vaughan Vision Statement, and in particular, to Section 4 of the Vision, 'Planning and Managing Growth'.

Regional Implications

The Official Plan amendments resulting from the Study will conform with Regional and Provincial policy requirements, and establish the ground rules for redevelopment along Yonge Street and Steeles Avenue. The Plan will address in part Regional requirements for intensification along Regional Corridors, and will have implications for Regional servicing, transportation and community services infrastructure.

Conclusion

The Terms of Reference provide the basis for carrying out a comprehensive study of the Yonge Street Area, and preparation of new plans to guide its evolution. The plans are expected to enhance the existing communities by protecting existing stable neighbourhoods, and by encouraging redevelopment of a mix of residential, institutional, office and retail commercial uses, in appropriately-scaled buildings, designed in a pedestrian-friendly and transit-supportive form.

Should Council concur with the Terms of Reference, the recommendation should be approved to enable staff to proceed with the consultant selection prior to Summer 2007.

Attachments

1. The Study Area
2. The Draft Terms of Reference For the Yonge Street Area Study

Report Prepared by:

Paul Robinson, Senior Policy Planner, ext. 8410
Wayne McEachern, Manager of Planning Policy, ext. 8026

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

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Item 63, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**63 DRAFT OFFICIAL PLAN AMENDMENT NO. 660, 661, 662, 663 AND 664
 HIGHWAY 7 POLICY REVIEW
 FILE: 15.87**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved;**
- 2) That any application for intensified development along Highway 7 be subject to a traffic impact study prepared by the proponent to the satisfaction of the City and York Region, to ensure that the road network and public transit infrastructure is adequate to support the proposed development;**
- 3) That the deputation of Mr. Sam Sperenza, Zzen Group of Companies Limited, be received, and the comments be incorporated in the comprehensive review of the official plan; and**
- 4) That the written submission of Mr. Roy Mason, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, dated June 14, 2007, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT draft Official Plan Amendments 660, 661, 662, 663 and 664 (pursuant to the Highway 7 Land Use Futures Study and Jane/7 Employment Area Redevelopment Study), BE ADOPTED, as further modified by the Recommendations contained in the Committee of the Whole report of April 30, 2007, the Council report of May 7, 2007, and this report which proposes the following modification to Clause #6 of OPA 661:

“Notwithstanding the foregoing valleyland buffer requirement, for the property fronting onto the north side of Highway 7, and located east of Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site, and known municipally as 4700 Highway 7, a minimum 3-metre vegetated buffer area shall be provided along the Jersey Creek Valleylands.”

2. THAT the Region of York be requested to rename Highway 7 to “Avenue Seven” in keeping with its intended urban, transit-supportive future role in Vaughan;
3. THAT the Policy Planning Department be directed to initiate discussions with the Region of York with respect to the preparation and implementation of streetscaping requirements to complement transit objectives to the satisfaction of the City;
4. THAT the Commissioner of Economic/Technology Development and Communications in consultation with the Commissioner of Planning be directed to undertake a marketing strategy to guide and promote the “Avenue Seven” initiative and that the funds required for the marketing strategy be addressed through the budget process; and

Economic Impact

The policy changes introduced by the draft amendments will encourage redevelopment of lands along the Highway 7 corridor, resulting in increased development charge and property tax revenue for the City as the area is intensified.

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Communications Plan

The Vaughanwood Ratepayers' Association and affected landowners will be advised of the decision, and provided with a copy of this report and minutes of the Committee of the Whole Meeting.

Purpose

The purpose of this report is to address concerns outlined in written submissions to the Council meeting of May 7, 2007, and by subsequent correspondence submitted by Rice Development, dated May 14, 2007.

Background - Analysis and Options

At the Council Meeting on May 7, 2007, written submissions were received from the ZZEN Group of Companies Limited, the Vaughanwood Ratepayers' Association, and Rice Development.

The ZZEN Group Submission:

- The lands in the southwest quadrant of Highway 7 and Highway 427 are intended to become a major transit terminal as required by MTO; therefore, the lands should be considered for mixed use development, including high density residential uses, in conjunction with employment uses.

Response

The Seven/427 Centre is intended to develop as a focus of major office commercial development within the planned major employment area surrounding it. The Centre will become the most intensely developed area within the West Vaughan Employment Lands. It is ideally positioned to fulfill this role, given its proximity to major highways and accessibility from Pearson International Airport. The area west of Highway 27 is ill-suited to accommodate residential development, given its physical separation from the balance of the Woodbridge community; the complete absence of community services and facilities west of Highway 27, and the area's planned development as a new employment area.

The Vaughanwood Ratepayers' Association Submission

The Vaughanwood Ratepayers' Association written submission requested more time to address its concerns to Council. Since the Council meeting on May 7, 2007, no further submission has been received.

The Rice Development Submission

A letter from Rice Development, dated May 14, 2007 proposed the following changes to their development:

- A reduction in the building height from a 4-8 storey building to a 4-6 storey building.
- A 3-metre vegetated buffer along the north property line will be provided, as agreed by the Toronto Regional Conservation Authority (TRCA).

Response

The Policy Planning Department concurs with the proposed building height which conforms within the policies of OPA 661, which state:

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“Notwithstanding the height limits noted above, the property fronting onto Highway 7 located east of Wigwoss Drive adjoining the west of the cosmetic surgery hospital site shall permit a maximum height of 4 storeys within the 30 metres of the existing low density residential designation and maximum height of 6 storeys at a greater distance.”

The site can accommodate higher density development with minimal impact on the character and stability of the adjacent low density neighbourhood. However, given the immediate context of newly approved, and partially constructed, 3 to 4 storey residential buildings to the east, and the older low rise, stable residential neighbourhood to the west, the proposed maximum height limit of 4-6 storeys on this site is appropriate. The majority of the building will be 6 storeys in height, which is consistent with the intent of the OPA to intensify development. However, the building will be limited to 4-storeys in height within 30 metres of the existing low density residential designation, providing a suitable height transition.

The Policy Planning Department also agrees with the proposed solution to the valleyland buffer. Council's current policy is to require that a 10-metre ecological buffer adjacent to valleylands be dedicated to the City or the TRCA. However, Rice Development originally received site plan approval for development in 2005. The approval required only a 1.5-metre landscape strip to be provided, with no valleyland buffer. The size and shape of the property imposes limits on its developability. Dedication of a 10-metre buffer would severely limit the potential of the site. The landowner has consulted with TRCA staff, who have reviewed the development application (OP.06.013 and Z.06.35), and are satisfied with a 3-metre vegetated buffer along the Jersey Creek valleylands (see Attachment 1, May 14, 2007 letter from Rice Development, which includes correspondence from TRCA).

Consequently, a modification is proposed to OPA 661, Clause #6, amending OPA 240, Subsection "6.B Drainage Tributary" part e). The modification reads as follows:

“Notwithstanding the foregoing valleyland buffer requirement, for the property fronting onto the north side of Highway 7, and located east of Wigwoss Drive adjoining the west side of the cosmetic surgery hospital site, and known municipally as 4700 Highway 7, a minimum 3-metre vegetated buffer area shall be provided along the Jersey Creek Valleylands.”

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007, Sections 4 (Planning and Managing Growth) and Section 3 (Transportation and Transit Infrastructure), and specifically with Section 3.2.1, which states: “Support the Region of York and other agencies to ensure higher order transit”.

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

Regional Implications

The five draft OPA's applicable to properties in the Highway 7 corridor will foster transit-supportive development complementing the Region's public transit initiatives there.

Conclusion

The Highway 7 Policy Review provides Vaughan with a long-term land use planning structure and policy framework that will guide development and ensure that it supports higher order transit.

The Policy Planning Department has carefully considered the concerns expressed in the recent deputation to Council, and continue to recommend the five draft amendments now subject to Council's consideration, with the one modification noted in this report.

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OPA 660, 661, 662, 663 and 664 establish a policy framework that:

- Introduces a range of new land uses;
- Provides for increases densities;
- Guides the delivery of the necessary infrastructure and community services;
- Sets out clear rules for the design of development; and
- Established an incentive-based strategy for implementation, where appropriate.

The amendments conform with and support Provincial and Regional policy. Should Council concur with the policy framework established in the draft amendments, they should be adopted.

Attachments

Attachment 1 – Letter from Rice Development, dated May 14, 2007

Report prepared by:

Clement Chong, Planner 1, ext. 8214
Paul Robinson, Senior Policy Planner, ext. 8026

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

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Item 64, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

64

REQUEST FOR STAFF ATTENDANCE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Councillor Di Vona, dated June 18, 2007:

Recommendation

Councillor Bernie Di Vona respectfully recommends that Enforcement Services Staff attend a community meeting to receive input from the residents regarding safety and maintenance, surrounding the Chancellor Square Plaza.

The time, date and location of the meeting to be confirmed at a later date.

Economic Impact

N/A

Communications Plan

N/A

Purpose

The above mentioned meeting will allow local residents to discuss any concerns with staff in the company of the local Councillor and York Region Police

Background - Analysis and Options

The residents of Father Ermanno Crescent have sent in a petition outlining their concerns regarding safety, loitering of teenagers and maintenance of the Chancellor Square Plaza.

Relationship to Vaughan Vision 2007

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

Regional Implications

none

Conclusion

For Staff and York Region Police to be aware of the issues and concerns with respect to the Chancellor Square Plaza.

Attachments

Petition from residents of Father Ermanno Crescent.

Report prepared by:

Councillor Di Vona, ext. 8381

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

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Item 65, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**65 REQUEST FROM THE SOCIETY FOR THE PRESERVATION OF HISTORIC THORNHILL
FOR THE USE OF THE ARMSTRONG HOUSE 42 OLD YONGE STREET, THORNHILL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Councillor Shefman, dated June 18, 2007:

Recommendation

Councillor Shefman recommends:

1. That the City of Vaughan enter into a 3-year lease agreement with the Society for the Preservation of Historic Thornhill (SPOHT) for the use of the second storey of the Armstrong House, 42 Old Yonge Street, Thornhill, for SPOHT's use to house and make accessible to the public its archival collection; and,
2. That Recreation and Culture staff work with SPOHT to investigate possible funding opportunities to support its organization and its archives; and
3. That the Legal Department prepare the agreement based on the terms and conditions, including rental charges outlined in this report.

Economic Impact

The City will gain an ongoing rental income for the use of the second storey of the Armstrong House.

Communications Plan

None required.

Purpose

To facilitate the use of the second storey of the Armstrong House by the Society for the Preservation of Historic Thornhill in order to maintain, hold and provide public access to its archival collection.

Background - Analysis and Option

The City of Vaughan has created the newly established *Guidelines for the Use of City-Owned Heritage Buildings*. A goal of the guidelines is to increase the use of City-owned heritage buildings and establish programs, services and fees that provide affordable access to heritage buildings.

A request has been submitted to Ward 5 Councillor and the City for the Society for the Preservation of Historic Thornhill (SPOHT) for the use of the second storey of the Armstrong House at 42 Old Yonge Street, Thornhill. The house is one of a number of City-owned heritage buildings and is located in the Thornhill Heritage Conservation District as designated under the Ontario Heritage Act in 1989. The house and an adjacent studio was restored by the City in 2004. The building is a cultural landmark in the community and has great historical significance.

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SPOHT is a Vaughan Community Service Organization that was formed in 1974 for the purpose of advocating for the preservation of Thornhill's built and natural heritage by promoting an awareness of the past and present community. It facilitates a number of workshops, community walking tours, and published a number of local history books and school educational kits. Perhaps most importantly, it organizes the annual Thornhill Village Festival on the 3rd Saturday in September. SPOHT has organized the Festival since 1977 and has helped bring thousands of visitors to Thornhill for the event. In doing so, it has helped give the community an appreciation and understanding of its early history.

For a number of years, the Society has collected a number of historic photographs, maps, letters, posters, architectural drawings, videos and oral histories related to the rich history of Thornhill. SPOHT's archival collection has grown considerably over the years. SPOHT has requested the use of the second storey of the Armstrong House for a 3-year period (renewable) for its use as an archives and office. This space will be accessed by the public to do research and view the collection.

The archives is a significant collection that represents over 30 years of collecting activity by the Society. In particular, its Weaver Collection provides a photographic history of the community, its buildings and people from the 1930s to present time. It is a valuable record of the community's history and is preserved using contemporary archival-quality storage units and a portable environmental control unit.

The terms and conditions of the proposed lease agreement will allow for SPOHT to use the top storey of the Armstrong House. The term of the agreement will be for three years on or about August 1st 2007 to August 1, 2010. The agreement may be renewable upon the expiration of the three year period unless S.P.O.H.T cannot meet the conditions of the agreement.

S.P.O.H.T. shall pay the City under the terms of the lease agreement, the use of the second floor office, and shall be charged for this use the following monthly rental rates Year 1: Monthly charge of \$50 per month + GST; Year 2: Monthly charge of \$100 per month + GST; Year 3: Monthly charge of \$150 per month + GST. SPOHT is a not-for-profit organization that has very few avenues to generate revenue to support their archival collection. The group will be undertaking strategies to further develop their financial viability over the next few years and will be actively preparing grant proposals and looking at other forms of revenue generating.

Under the terms and conditions of the proposed agreement, the cost of any improvement or changes to the leased space will be the responsibility of S.P.O.H.T. and changes must first be approved by the City of Vaughan, Buildings & Facilities Department. The City shall pay all costs related to the building i.e. HVAC, hydro, etc. with the exception of the following:

1. Costs relating to S.P.O.H.T.'s telephone and internet use.
2. Cost relating to the cleaning and repair of the leased space, unless otherwise noted in this agreement.
3. Cost relating to the Archives and Special Collection program.
4. Cost of using the main floor space unless for monthly meetings

S.P.O.H.T. has acknowledged in discussions with the City, that other user groups or individuals will be permitted by the City to occupy the main floor of the building which may include but not be limited to city operated programs such as summer children camps, adult courses, training, small private permitted functions or any other uses through a permit or lease arrangements.

Relationship to Vaughan Vision 2007

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

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

Regional Implications

None

Conclusion

The use of SPOHT for its archives is a beneficial addition to the Thornhill community in Vaughan and provides an accessible facility for the public to conduct research activities and learn about the history of the community. The Society has been a long-standing organization in Thornhill and has assisted in the advocacy of the preservation of the historic village core and its landmarks. The relocation of SPOHT's archival collection to the Armstrong House would be a valuable addition to the Vaughan community and will help make available the history of Thornhill to the local residents.

Attachments

None.

Report prepared by:

Councillor Alan Shefman
Ward 5, Councillor

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Item 66, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

66 REPORT REGARDING MUNICIPALITIES AFFECTED BY INVASIVE SPECIES

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Economic/Technology Development and Communication, dated June 18, 2007:

Recommendation

The Commissioner of Economic/Technology Development and Communication, in consultation with the Commissioner of Community Services, the Director of Corporate Communications and the Director of Parks Operations and Forestry, recommend:

That Council receive this information regarding municipalities affected by invasive species.

Economic Impact

None.

Communications Plan

Not applicable.

Purpose

This report addresses Item 51, Report No. 15 of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 2, 2007, as follows:

That the Director of Corporate Communications, in consultation with the Director of Parks Operations and Forestry, provide a report identifying all municipalities affected by invasive species and particularly by the Asian Long-Horned Beetle.

Background - Analysis and Options

The federal government's Canadian Food Inspection Agency (CFIA) is the lead authority on invasive alien species. It is responsible for developing and managing regulatory programs that protect Canada's wild and cultured plant resources from invasive alien plants and plant pests.

The CFIA identifies the following as "Invasive species in Canada" under the category of Invasive Alien Terrestrial Plants and Plant Pests:

- Asian Long-Horned Beetle;
- Brown Spruce Long-Horned Beetle; and
- Emerald Ash Borer.

Under the authority of the Plant Protection Act, a ministerial order has been issued establishing a regulated area for the invasive species noted above. This report lists the municipalities with regulated areas for these invasive species.

Asian Long-Horned Beetle

The infestation of the Asian long-horned beetle was first discovered in Toronto and Vaughan in 2003. Since September 2003, 16,000 trees have been removed due to the infestation.

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The Asian long-horned beetle does not pose a threat to public health. However, it attacks and kills living broadleaf hardwood trees, including maple, horse chestnut, poplar, willow, birch, elm, hackberry, mountain ash, silk tree and sycamore.

The female beetle lays individual eggs into oval egg-laying sites, which often leak sap. The eggs hatch after 10 days and the larvae begin feeding on the living tissue inside the tree. In early spring, mature larvae pupates in the wood just below the bark. Signs of infestation include exit holes and sawdust on branches or at the tree base from larvae feeding inside.

According to the United States Department of Agriculture, ALHB infestations have been found in New York, New Jersey, Illinois, and Toronto. In July 2006, the quarantine in Illinois was lifted since no more ALHB beetles were found in the area. In order to eradicate this pest, quarantines have been established around infested areas in New York, New Jersey and Illinois in the United States, as well as in Toronto, where beetles or their damage have been found.

Brown Spruce Long-Horned Beetle

The Brown Spruce Longhorn Beetle (BSLB) has been identified by scientists with the Canadian Forest Service (CFS) to be the causal agent of spruce tree mortality in Point Pleasant Park in the Halifax Regional Municipality.

Point Pleasant Park is 75 hectares in size and is located in the heart of Halifax. This is the first known occurrence of this invasive forest pest in North America. It is believed that this pest arrived in Canada in solid wood packing material brought through the port of Halifax. BSLB is an exotic pest of quarantine significance and a threat to trade in Canadian forest commodities and directly to the forests of North America.

The CFIA has established a multiple agency task force and is working closely with Natural Resources Canada-Canadian Forest Service, the Nova Scotia Department of Natural Resources and the Halifax Regional Municipality. The task force is responsible for providing recommendations to the CFIA and to develop a response plan for control and eradication of BSLB.

Emerald Ash Borer

The Emerald Ash Borer (EAB) is a highly destructive insect which kills ash trees. There are currently three regulated areas by Ministerial Order in southwestern Ontario for EAB. Elgin and Lambton counties are regulated separately. Essex County and the Municipality of Chatham-Kent, which were separately regulated in 2004, were combined into one regulated area in June 2006.

Some properties within Lambton, Elgin and Middlesex counties are also under specific quarantine measures. Those property owners have been notified that they cannot remove regulated materials from their properties without CFIA permission.

Regulated materials for EAB include nursery stock, trees, logs, wood, rough lumber including pallets and other wood packaging materials, bark, wood chips or bark chips from ash (*Fraxinus* species), and firewood of all tree species.

There are currently four regions in southwestern Ontario that are designated as regulated areas for EAB under three separate Ministerial Orders: The County of Essex and the Municipality of Chatham-Kent Emerald Ash Borer Infested Places Declaration and Order identifies the area encompassing the County of Essex and the Municipality of Chatham-Kent as being a regulated quarantine area. The County of Elgin Emerald Ash Borer Infested Places Declaration and Order identifies Elgin County as being a regulated quarantine area. The County of Lambton Emerald Ash Borer Infested Places Declaration and Order identifies Lambton County as being a regulated quarantine area.

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The Canadian Food Inspection Agency (CFIA) confirmed in December 2006 that three ash trees in London, Ontario, were infested with the Emerald Ash Borer (EAB). Movement restrictions have been implemented on the properties where EAB was found and all properties in a five-kilometre radius. These restrictions are necessary to stop the movement of firewood or other potentially-infested materials which may harbour the insect.

Municipalities with regulated areas to prevent the spread of invasive alien species:

ASIAN LONG-HORNED BEETLE

AREA	MUNICIPALITY	CONTACT
Greater Toronto Area	City of Vaughan	City of Vaughan, 2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1 City Clerk John Leach, 905-832-8585 ext. 8281, john.leach@vaughan.ca
	City of Toronto	City of Toronto, Toronto City Hall, 100 Queen Street West, Toronto, ON M5H 2N2 City Clerk Ulli S. Watkiss, 416-392-8010, uwatkis@toronto.ca

BROWN SPRUCE LONGHORN BEETLE

AREA	MUNICIPALITY	CONTACT
Nova Scotia	Halifax Regional Municipality	Halifax Regional Municipality, City Hall, 1841 Argyle Street, Main Floor, PO Box 1749, Halifax, NS B3J 3A5 Office of the Municipal Clerk, Jan Gibson, 902-490-4210 Clerks@halifax.ca

EMERALD ASH BORER

AREA	MUNICIPALITY	CONTACT
Southwestern Ontario – Lambton County	County of Lambton	County of Lambton, PO Box 3000, 789 Broadway Street Wyoming, ON N0N 1T0 519-845-0801 administration@county-lambton.on.ca
	Township of Brooke-Alvinston	Township of Brooke-Alvinston, PO Box 28, 3236 River Street, Alvinston, ON N0N 1A0 Clerk:-Treasurer: Cathy Case, 519-898-2173 toba@brktel.on.ca
	Township of Dawn Euphemia	Township of Dawn Euphemia, 4591 Lambton Line, R.R. 4, Dresden, ON N0P 1M0 Administrator/Clerk-Treasurer: R Scott. Gawley, 519-692-5148 sgawley@dawneuphemia.on.ca

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EMERALD ASH BORER con't

AREA	MUNICIPALITY	CONTACT
Southwestern Ontario – Lambton County (con't)	Township of Enniskillen	Township of Enniskillen, 4465 Rokeby Line, R.R. 1 Petrolia, ON N0N 1R0 Clerk-Treasurer: Duncan McTavish, 519-882-2490 enniskill@xcelco.on.ca
	Municipality of Lambton Shores	Municipality of Lambton Shores, P.O. Box 610, 19 Ann Street, Forest, ON N0N 1J0 Clerk: Carol McKenzie, 519-786-2335 administration@lambtonshores.ca
	Village of Oil Springs	Village of Oil Springs, P.O. Box 22, 4591 Oil Springs Line Oil Springs, ON N0N 1P0 Clerk/Treasurer: Christine Poland, 519-834-2939 oilsprings@ciaccess.com
	Town of Petrolia	Town of Petrolia, P.O. Box 1270, 411 Greenfield Street Petrolia, ON N0N 1R0 519-882-2350 Petrolia@town.petrolia.on.ca
	Town of Plympton-Wyoming	Town of Plympton-Wyoming, P.O. Box 250, 546 Niagara Street, Wyoming, ON N0N 1T0 Administrator/Clerk: Caroline DeSchutter, 519-845-3939 choskin@plympton-wyoming.com
	Village of Point Edward	Village of Point Edward, 135 Kendall Street Point Edward, ON N7V 4G6 Clerk-Treasurer: Peggy Cramp, 519-337-3021 info@villageofpointedward.com
	City of Sarnia	City of Sarnia, P.O.Box 3018, 255 North Christina Street Sarnia, ON N7T 7N2 519-332-0330 clerks@city.sarnia.on.ca
	Township of St. Clair	Township of St. Clair, 1155 Emily Street, Mooretown, ON N0N 1M0 Clerk: John DeMars, 519-867-2021 webmaster@twp.stclair.on.ca
	Township of Warwick	Township of Warwick, 6332 Nauvoo Road, R.R. 8 Watford, ON N0M 2S0 519-849-3926 warwick@wwdc.com

CITY OF VAUGHAN

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EMERALD ASH BORER con't

AREA	MUNICIPALITY	CONTACT
Southwestern Ontario – London	Parts of the City of London	City of London, P.O. Box 5035, City Hall, 300 Dufferin Avenue, London, ON N6A 4L9 Clerk: Kevin Bain, 519-661-4500 webmaster@london.ca
Southwestern Ontario – Essex County	County of Essex	County of Essex, 360 Fairview Avenue West, Essex, ON N8M 1Y6 Clerk: Mary S. Brennan, 519-776-6441 mbrennan@countyofoessex.on.ca
	Town of Amherstburg	Town of Amherstburg, 271 Sandwich Street South, Amherstburg, ON N9V 2A5 Clerk: David Mailloux, 519-736-0012 hpayne@amherstburg.ca
	Town of Essex	Town of Essex, 33 Talbot Street South, Essex, ON N8M 1A8 Clerk: Jerry Marion, 519-776-7336 jmarion@townofessex.on.ca
	Town of Kingsville	Town of Kingsville, 2021 Division Road North, Kingsville, ON N9Y 2Y9 Clerk: Linda Burling, 519-733-2305 lburling@town.kingsville.on.ca
	Town of Lakeshore	Town of Lakeshore, 419 Notre Dame Road, Belle River, ON N0R 1A0 Clerk: Mary Masse, 519-728-2700 mmasse@lakeshore.ca
	Town of LaSalle	Town of LaSalle, 5950 Malden Road, LaSalle, ON N9H 1S4 Clerk: Kevin Miller, 519-969-7770 info@town.lasalle.on.ca
	Municipality of Leamington	Municipality of Leamington, 38 Erie Street North, Leamington, ON N8H 2Z3 Clerk: Brian R. Sweet, 519-326-5761 info@leamington.ca

CITY OF VAUGHAN

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EMERALD ASH BORER con't

AREA	MUNICIPALITY	CONTACT
Southwestern Ontario – Essex County (con't)	Township of Pelee	Township of Pelee, 1045 West Shore Road, Pelee Island, ON N0R 1M0 Clerk: Mike Galloway, 519-724-2931 info@pelee.ca
	Town of Tecumseh	Town of Tecumseh, 917 Lesperance Road, Tecumseh, ON N8N 1W9 Clerk: Laura Moy, 519-735-2184 info@tecumseh.ca
	City of Windsor	City of Windsor, P.O. Box 1607, 350 City Hall Square Windsor, ON N9A 6S1 Clerk: Brenda Andreatta, 519-255-6100 clerks@city.windsor.on.ca
	Municipality of Chatham-Kent	Municipality of Chatham-Kent, P.O Box 640, Civic Centre 315 King Street West, Chatham, ON N7M 5K8 Clerk: Elinor Mifflin, 519-360-1998 elinorm@chatham-kent.ca
Southwestern Ontario – Elgin County	County of Elgin	County of Elgin, 450 Sunset Drive, St. Thomas, ON N5R 5V1 519-631-1460 admin2@elgin-county.on.ca
	Town of Aylmer	Town of Aylmer, 46 Talbot Street West, Aylmer, ON N5H 1J7 Clerk: Nancie Irving, 519-765-3164 birwin@town.aylmer.ca
	Municipality of Bayham	Municipality of Bayham, P.O Box 160, 9344 Plank Road Straffordville, ON N0J 1Y0 Clerk: Linda Millard, 519-866-5521 bayham@bayham.on.ca
	Municipality of Central Elgin	Municipality of Central Elgin, 450 Sunset Drive, St. Thomas, ON N5R 5V1 Clerk: Donald N. Leitch, 519-631-4860 dwilson@centralelgin.org

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EMERALD ASH BORER con't

AREA	MUNICIPALITY	CONTACT
Southwestern Ontario – Elgin County (con't)	Municipality of Dutton-Dunwich	Municipality of Dutton-Dunwich, P.O Box 329, 199 Main Street, Dutton, ON N0L 1J0 Clerk: Ken Loveland, 519-762-2204 kloveland@duttondunwich.on.ca
	Township of Malahide	Township of Malahide, 87 John Street South, Aylmer, ON N5H 2C3 Clerk: Randall R. Millard, 519-773-5344 malahide@township.malahide.on.ca
	Township of Southwold	Township of Southwold, 35663 Fingal Lane, General Delivery, Fingal, ON N0L 1K0 Clerk: M. Dianne Caryn, 519-769-2010 southwold@twp.southwold.on.ca
	City of St. Thomas	City of St. Thomas, P.O. Box 520, 545 Talbot Street St. Thomas, ON N5P 3V7 Clerk: Wendell Graves, 519-631-1680 info@city.st.thomas.on.ca
	Municipality of West Elgin	Municipality of West Elgin, P.O. Box 490, 22413 Hoskins Line, Rodney, ON N0L 2C0 Clerk: Norma Bryant, 519-785-0560 westelgin@execulink.com

Programs and Initiatives

Several of the corporate websites of the municipalities listed above are linked to the Canadian Food Inspection Agency (www.inspection.gc.ca) as the lead authority on invasive alien species.

It has not been determined which municipalities have launched special programs and initiatives related to this issue, with the following exceptions:

- Establishment of a Joint Task Force examining the Brown Spruce Longhorn Beetle infestation in Halifax (noted above); and
- Council petition at the City of Windsor to the federal and provincial governments to provide funding to assist in eradicating the Emerald Ash Borer infestation (November 3, 2003).

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007 and the necessary resources have been allocated and approved.

Regional Implications

Not applicable.

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Conclusion

This report identifies those municipalities affected by invasive species under the category of Invasive Alien Terrestrial Plants and Plant Pests, as requested by Council.

Attachments

None.

Report prepared by:

Madeline Zito, Director of Corporate Communications
Marjie Fraser, Director of Parks Operations and Forestry
Ted Hallas, Manager of Corporate Communications

CITY OF VAUGHAN

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Item 67, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

67

REQUEST FOR FEDERAL BAN IMPORT, SALE AND DISTRIBUTION OF MOTORIZED MINI POCKET BIKES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Jackson, dated June 18, 2007:

Recommendation

Mayor Linda D. Jackson recommends the following:

1. THAT Council endorse the direction to approach Federal and Provincial Government officials to express the City of Vaughan's interest in banning the sale and use of Motorized Mini Pocket Bikes on both public and private property.
2. THAT staff prepare a report and corresponding bylaw outlining the strategies to be used and penalties available for the improper use of these vehicles on a non-certified competition site.
3. THAT York Region Police be requested to assist in the enforcement of municipal by-laws in this regard.
4. THAT staff ensure York Regional Police is provided with sufficient authority to act should individuals be found operating Motorized Mini Pocket Bikes on or at municipally controlled properties.
5. THAT a copy of this recommendation be circulated to Mayors and Councils within the Province of Ontario.

Economic Impact

At this time, there is no significant economic impact.

Communications Plan

There has been significant interest expressed by residents through the Ontario Safety League with respect to the risks associated with operating Motorized Mini Pocket Bikes. We request, therefore, that Corporate Communications prepares a media advisory with respect to Council's recommendation.

Purpose

There has been a significant influx of non-regulated motorized pocket bikes into our communities. They pose significant risk to riders as well as a significant noise nuisance. These vehicles are not allowed on roads, highways or sidewalks and are specifically prohibited under the Highway Traffic Act (HTA) from being operated outside of a close circuit competition track. The reality is they are being sold to young adults and are being operated contrary to the HTA on properties controlled by the municipality and both the York Region District School Board and the York Catholic District School Board. They have been reported operating in vacant parking lots and with a total disregard for existing rules and regulations.

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In discussion with the Ontario Safety League we believe that a proactive approach is required to close this loophole within the existing federal regulation. The misuse of these vehicles has resulted in injuries and deaths. They have the capacity to travel up to a speed of 70 km/h and provide no protection in the event of a crash. They have no practical purpose as a legitimate means of transportation and, therefore, we should not accommodate their use within the City of Vaughan.

Background - Analysis and Options

Motorized Mini Pocket Bikes are currently imported, generally from China, for close circuit competition use only. There are no approved courses in the City of Vaughan or within the Greater Toronto Area. A general review indicates that there are no approved courses within the Province of Ontario. As a result, they should be banned from sales or distribution within Ontario.

Relationship to Vaughan Vision 2007

This report is consistent with the Vaughan's Vision 2007 with respect to providing safe communities in which residents can enjoy appropriate recreation.

Regional Implications

None.

Conclusion

The City of Vaughan has been a leader in developing a Safe City Policy and we should encourage our federal and provincial partners to enact or amend the appropriate regulations.

Attachments

None.

Report prepared by:

Linda D. Jackson

CITY OF VAUGHAN

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Item 68, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

68

**YORK REGION POLICE
2ND ANNUAL COMMUNITY SAFETY VILLAGE GOLF TOURNAMENT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the , dated June 18, 2007:

Recommendation

In response to a request made by York Regional Police and dated April 3, 2007, Mayor Linda D. Jackson recommends that \$2,000 be approved and funded from the Council Corporate Budget for the purposes of supporting the 2nd Annual Community Safety Village Golf Tournament.

Economic Impact

The Council Corporate Budget will incur the expense of \$2,000.

Communications Plan

None is required.

Purpose

To support the Community Safety Village and the efforts of York Regional Police in this regard.

Background - Analysis and Options

Council of the City of Vaughan approved support in the amount of \$2,000 in 2006 for the same purpose.

Relationship to Vaughan Vision 2007

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

Regional Implications

None.

Conclusion

City of Vaughan's support of the Community Safety Village is appropriate given our partnership and mutual interest in providing our residents with safe communities.

Attachments

1. York Regional Police request, dated April 3, 2007.
2. 2006 Council resolution.

Report prepared by:

Linda D. Jackson

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

CITY OF VAUGHAN

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Item 69, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

69

CITY OF VAUGHAN CORPORATE IDENTITY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Councillor Shefman, dated June 18, 2007:

Recommendation

Councillor Shefman recommends:

- 1) That staff prepare a plan to review and update the corporate identity and slogan of the City.
- 2) That funding for the project be considered in the 2008 budget process;
- 3) That the review and update process be completed within 2008 and that three options be presented to Council; and
- 4) That a detailed report outlining the process to be used to develop the new corporate identity be presented to a Working Session of Council in September of 2007.

Economic Impact

To be determined at the time of the presentation to WS in September.

Communication Plan

To be determined at the time of the presentation to Working Session in September.

Purpose

To develop a plan for an updated corporate identify for the City of Vaughan.

Background - Analysis and Options

The City of Vaughan last introduced an updated corporate identity in 1992. Since that time the City has undergone dramatic changes in almost every aspect of its environment from dramatically increased population, increased urbanization and broader recognition.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council, especially those relating to "the highest quality service."

Regional Implications

None

Conclusion

That by mid-2008, the City of Vaughan begin the implementation of a new and updated Corporate Identity reflecting the current reality of the City.

CITY OF VAUGHAN

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Attachments

None

Report prepared by:

Debi Traub, Council Executive Assistant

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 70, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

70

TREE SCULPTURES – MAPLE CORE

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Meffe, dated June 18, 2007:

Recommendation

Councillor Peter Meffe recommends:

1. That in support of Arts, Culture and Heritage, Staff review opportunities to establish a Tree Sculpture Program; and
2. That Staff be directed to confirm that the Maple tree located at the north east corner of the St. Andrew's Presbyterian Church is an option for this initiative; and
3. That Staff be directed to contact Udo Schönberg in order to ascertain the extent of the branches which should be removed in order to facilitate the carving of this tree into the likeness of Reverend William Aitken.

Economic Impact

Nil.

Communications Plan

Staff is to contact Udo Schönberg to ensure that the tree is cut to specific criteria in order to ensure the proper carving of the tree.

Purpose

Mr. Schönberg contacted my office and advised me of the condition of this tree, he suggested rather than removing the tree that we should consider its carving. He also advised me that Orangeville was successful in the preservation of trees and now has 35 sculpted trees along their main street.

Background - Analysis and Options

In keeping with the historical designation we are presently working on in the Maple core, I believe this is a desirable addition. Instead of removing these old historical trees we can preserve and beautify the neighbourhood. This could be the first of many trees which would also encourage another pedestrian tourist attraction through the Maple core. I also believe that the choice of Reverend William Aitken will also be significant as he was the minister of St. Andrew's Presbyterian Church, His son Maxwell was born in Maple and later become Lord Beaverbrook, Minister of aircraft production for Britain.

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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Regional Implications

None.

Conclusion

The encouragement of preservation of our history is important; it allows us a glimpse of our past and provides our future generations with important insights as to what has shaped our community.

Attachments

1. Letter of Udo Schönberg;
2. Orangeville Art Walk of Tree Sculptures; and
3. Picture of proposed carving.

Report prepared by:

Adele Panicali,
Council Executive Assistant

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

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Item 71, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

71

**SITE DEVELOPMENT FILE DA.04.062
SHELL CANADA LIMITED**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved;**
- 2) That the applicant meet with staff and the Ward Sub-Committee to address any outstanding issues; and**
- 3) That the coloured elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.04.062 (Shell Canada Limited) BE APPROVED, to permit redevelopment of a Shell Canada automobile gas bar with a convenience store and a car wash, totaling 436.0 m² GFA 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, 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 to implement the final site plan shall be approved by the Committee of Adjustment, and such variances shall be final and binding; and,
 - b) that the site plan agreement 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.

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Communications Plan

N/A

Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1 to permit the redevelopment of a Shell Canada automobile gas bar with a convenience store and the addition of a car wash, totaling 436.0 m² GFA, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1, totals 0.49 ha and is located at the southwest corner of Regional Road 7 and Keele Street, municipally known as 2267 Regional Road 7, in Part of Lot 6, Concession 7, City of Vaughan.

The subject lands are designated "Prestige Area" under OPA #450 and zoned C6 Highway Commercial Zone under By-law 1-88, subject to Exception 9(784). The surrounding land uses are:

- North - Regional Road 7; vacant employment lands (EM3(H) Retail Warehouse Employment Area Zone with a Holding Provision)
- South - employment uses (EM1 Prestige Employment Area Zone)
- East - Keele Street; commercial (C1 Restricted Commercial Zone)
- West - employment uses (EM1 Prestige Employment Area 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, and further identified as a "Service Node", which permits service commercial uses that cater to the business community. The proposed gas bar and car wash redevelopment conforms to the Official Plan.

Zoning

The subject lands are zoned C6 Highway Commercial Zone by By-law 1-88, subject to exception 9(784). The proposed development complies with the Zoning By-law, however, minor variances are required to address the following exceptions:

	<u>By-law Requirement</u>	<u>Proposed Variance</u>
(i)	a minimum 14.0 m exterior side yard setback (north)	a minimum 10.649 m exterior side yard setback to the car wash and a minimum 10.523 m exterior side yard setback to the convenience store
(ii)	minimum 11 parking spaces for retail store	10 parking spaces for retail store
(iii)	minimum 6.0 m landscape buffer adjacent to a street line	1.65 m – 6.15 m landscape buffer provided along a street line

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In a memo dated June 5, 2007, the Building Standards Department also indicated that a floor layout was required for the convenience store to ensure a maximum 25% of the store is to be used for eating establishment uses (i.e. coffee shop). In addition, the maximum ramp widths along a street line is 9.0m; the current widths proposed exceed 9.0 m and are subject to York Region (YR) approval. The Building Standards Department will need to receive a copy of YR approval confirming the access dimensions or an additional variance will be required through the Committee of Adjustment.

Due to the site configuration and the ultimate lot lines as a result of the Regional road widenings and sidewalks, the Development Planning Department has no objection to the proposed variances.

Site Design

The Owner is proposing the redevelopment of a Shell Canada automobile gas bar with a convenience store and a car wash facility. The site plan shows the convenience store located on the corner of Regional Road 7 and Keele Street. The 6 gas pump areas are generally located in the middle of the site with an overhead canopy that is separate to the convenience store. The car wash is located on the far west side of the property. A fully enclosed garbage storage room is attached to the east side of the convenience store and constructed with the same materials and colours as the main building. The site is served by two, 9.0 m wide right-in/right-out access driveways, which flare out at the street line, consisting one each on Regional Road 7 and Keele Street. There is appropriate vehicular parking throughout the site. The final location and design of each driveway access is subject to the approval of the Region of York Transportation and Works Department and the Vaughan Engineering Department.

The vacuum stations with the associated parking (3 spaces) are located on the east of the proposed car wash along the south property line. The 10 car-stacking lane for the car wash will be clearly identified to separate it from the on-site traffic that is accessory to the gas bar, and directional signage will be provided throughout the site.

Parking

Based on a parking ratio of 5.5 spaces/100m² gross floor area for a convenience retail store, the required parking is as follows:

Use	Required Parking
Convenience Retail Store (186.44m ²)	11
Total Parking Proposed	10

The proposed parking for Site Development Application File DA.04.062 is deficient by 1 parking space. Additionally, the By-law requires a minimum 10 car-stacking lane to the car wash and 1 parking space per vacuum island (3 proposed), which the Owner has provided.

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.

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Region of York

The site plan application drawings will require final approval to the satisfaction of the Region of York Transportation and Works Department with respect to Regional matters pertaining to access and engineering, and other requirements, which will become part of the conditions of site plan approval/agreement.

Landscaping

The proposed Landscape Plan as shown on Attachment #4 provides a variety of deciduous and coniferous trees and shrubs. The plans identify the landscape treatments along Regional Road #7 and Keele Street. The by-law requires minimum 9.0 m wide landscape strips to be provided abutting major arterial roads, however, due to the configuration of the site and the future Regional right-of-way (i.e as a result of widenings), the Owner is providing a landscape strip width of between 1.65 m – 6.15 m along Regional Road #7 and Keele Street. A landscaped island is also provided in the vicinity of the car wash stacking lane.

The Development Planning Department has advised the Owner to contact York Region directly to explore the possibility of entering into a maintenance agreement to allow for additional landscaping within the Regional right-of-way. York Region is currently reviewing the landscaping details. The final landscape plan, detail drawings and a landscape cost estimate must be approved to the satisfaction of the Development Planning Department and if required, the Region of York Transportation and Works Department.

Elevations

The proposed convenience store as shown as Attachment #3a and car wash facility as shown on Attachment #3b are one-storey to a height of 5.46 m and finished in a split-face brown brick veneer on the bottom half and split face tan brick veneer on the upper half. The building roofs will have grey asphalt shingles, accented with prefinished white metal flashing. The main entrance to the convenience store is fitted with clear tempered glass. Red banding surrounds the main entrance, and white signage with green lettering is located directly above the entry door. The convenience store will house several non-illuminated posted boards on the front, rear and side elevations.

The north elevation of the car wash facility facing Regional Road #7 is predominately clear sealed glass. Vehicular access through the facility will be through roll-up doors located at the east and west ends of the building.

All rooftop mechanical equipment will be screened from street view. The aluminum cladded canopy as shown on Attachment #3c over the gas pumps will be to a height of 5.75 m and will be yellow and red in colour to reflect the Shell Canada corporate colours.

The Development Planning Department is generally satisfied with the elevations and the architectural design, however, is requesting the Owner to diversify the use of the finishing materials on the convenience store and car wash by including natural stone that will replicate other Shell Canada buildings within the City of Vaughan (most recent being DA.07.016 for the northwest corner of Bathurst Street and Teston Road).

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

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Relationship to Vaughan Vision 2007

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

Regional Implications

The Owner may be required to enter into a maintenance agreement with York Region for enhanced landscaping within the Regional right-of-way.

Conclusion

The Development Planning Department has reviewed Site Development Application DA.04.062 (Shell Canada 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 Zoning By-law, and finds that the proposed uses are considered to be appropriate for the subject lands. The proposed 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
- 3a. Elevations (Convenience Store)
- 3b. Elevations (Car Wash)
- 3c. Elevations (Canopy)
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

/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 72, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

72

**OFFICIAL PLAN AMENDMENT FILE OP.05.023
ZONING BY-LAW AMENDMENT FILE Z.05.050
NORTH BATHURST DEVELOPMENT LIMITED
REPORT #P.2006.9**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.023 (North Bathurst Development Limited) BE APPROVED, to redesignate the subject lands shown on Attachment #2, from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" to permit a maximum residential density of 200 units/ha with a maximum building height of 15 storeys, and that the implementing Amendment require the following:
 - a) a phasing plan to be submitted for approval by the City in consultation with the Region of York (at the site plan approval stage) to ensure that development keeps pace with the required infrastructure improvements.
2. THAT Zoning By-law Amendment File Z.05.050 (North Bathurst Development Limited) BE APPROVED, to rezone the subject lands shown on Attachment #2 from A Agricultural Zone to RA3 Apartment Residential Zone with "H" Holding Provision, pending allocation of water and sanitary servicing capacity, and site plan approval. The implementing zoning by-law shall include the following exceptions:
 - a) a revised site-specific definition of a "lot", to recognize the subject lands as one lot regardless of the number of buildings or structures erected on any part of the lot;
 - b) minimum width of a landscape strip along a lot line abutting a street within an RA3 Apartment Residential Zone shall be 4.0 m in width along a lot line abutting a street, whereas the By-law requires 6.0m;
 - c) minimum setback from a lot line to the nearest part of a building below finished grade shall be 0.0 m, whereas the By-law requires 1.8m;
 - d) requirements respecting dimensions of driveways shall not apply;
 - e) minimum lot area requirements shall be 50.0 m² per unit and the lot area shall be 4.6 ha;
 - f) maximum building heights in an RA3 Apartment Residential Zone shall be 50 m and 15 storeys;
 - g) permit, multiple and block townhouse dwelling;
 - h) as a condition of the removal of the "H" Holding Symbol, Council shall by resolution, allocate water and sanitary servicing capacity for the proposed development and approve the site plan; and

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- i) traffic improvements as required by the phasing plan shall be completed prior to final site plan approval.

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. An application to amend the Official Plan, specifically OPA No. 600, to redesignate the 4.639 ha lands shown on Attachment #1 from “Medium Density Residential/Commercial” to “High Density Residential/Commercial” to permit a maximum residential density of 200 units/ha. The increase in density would facilitate the future development of 4 apartment buildings having a maximum height of 15 storeys and 2-storey townhouses.
2. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #2, from A Agricultural Zone to RA3 Apartment Residential Zone with “H” Holding Provision, and to include site-specific exceptions to facilitate the future development of high-rise apartment and townhouse uses.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1, are located on the west side of Bathurst Street, north of Lebovic Campus Drive, being in Part of Lot 18, Concession 2, within Planning Block 11 – Carrville Urban Village 2, City of Vaughan. The rectangular-shaped, 4.639 ha site has 412m frontage along Bathurst Street and extends west approximately 142m to Gesher Crescent, which is the north-south street within the adjacent lands owned by the applicant (Subdivision File: 19T-95044) and is being developed in the manner shown on Attachment #3.

Existing Uses

The subject lands are vacant. The surrounding land uses are as follows:

- | | |
|---------|--|
| North - | vacant/future townhouses (RT1 Residential Townhouse Zone) |
| South - | vacant (A Agricultural Zone) |
| East - | Bathurst Street; existing single detached residential dwellings (Town of Richmond Hill) |
| West - | Gesher Crescent; residential, under construction (RD3 and RD4 Residential Detached Zones Three and Four) |

Public Hearing

On January 27, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, including properties within the Town of Richmond Hill. Written comments were received from residents in Richmond Hill expressing concerns regarding the impact of the proposed development on traffic along Bathurst Street and the effect on property values. In addition, comments were received from landowners in Blocks 11 and 12 (Senang

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Investments) commenting on the City's servicing protocol with respect to allocation that is required to service the proposed development. Comments were also received from the Town of Richmond Hill indicating the Town did not support the development as proposed, due to concerns respecting the traffic impacts of the proposed development, and requested an opportunity to review traffic and other supporting documents. Additional studies and justification reports in support of the application were provided to the Town on February 20, 2007. On May 11, 2007, the Town of Richmond Hill confirmed receipt of the information and indicated they would be providing comments in the near future. As of June 11, 2007 no comments on the proposed applications have been received from the Town of Richmond Hill.

A letter from a Richmond Hill resident requested that the designation remain "Medium Density Residential", or alternatively that the maximum height of the apartments be limited to 5-storeys and 2-storeys for the townhouses.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 20, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on February 27, 2006.

Proposed Development Concept

A formal site plan application has not been submitted with the above-noted applications. A conceptual plan shown on Attachment #4 has been provided in consideration of matters such as site access, building location, height, and massing, and assuming a density of up to 200 units/ha (maximum of 928 units). The plan is conceptual only and is not representative of an actual development application. The proposed development concept shows a mix of apartment buildings and townhouses. It is anticipated that the townhouse blocks along Bathurst Street will form a podium for four 13-storey apartment towers containing a total of 724 apartment units. The towers will be located on top of approximately 82 podium townhouse units and will be setback further from Bathurst Street. An additional 114 townhouse units are located around the perim of the site. The total proposed number of dwelling units 920. The proposed buildings surround a linear private landscaped promenade-type park in the centre of the site as shown on Attachment #4.

The proposed building placement is intended to create a street presence, in addition to creating the opportunity for an interconnection of common open space areas and meeting places internal to the site. Primary access to the site is from Bathurst Street to a private road system circling the park. A second access is provided from Geshar Crescent as shown on Attachment #4. Parking will be almost exclusively underground and integrated into the buildings. Details of the internal road pattern and driveways will be required at the time of the formal review of the site development application.

The subject applications have been reviewed in the context of the current Provincial, Regional and City policies as discussed below.

Current Policy Framework

OPA No. 600

The subject lands are located within Block 11 of the "Carrville Urban Village 2" identified in OPA No. 600. Block 11 is bounded by Rutherford Road to the south, Major Mackenzie Drive to the north, Dufferin Street to the west and Bathurst Street to the east, as shown on Attachment #2.

OPA No. 600 designated the subject lands "Medium Density Residential/Commercial" and the extent of the designation was further identified within the Block 11 Plan shown on Attachment #2. The "Medium Density Residential/Commercial" designation permits a net density in the range of .../4

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25 to 35 units/ha and permits a variety of building types and commercial uses. The maximum net density of 35 units/ha on the 4.63 ha site would have yielded approximately 162 units. An Official Plan Amendment is required to redesignate the subject lands to “High Density Residential/Commercial” to permit the proposed high rise apartments and townhouse units at a maximum density of 200 units/ha.

OPA No. 600 included population and unit targets for all blocks located within the planned urban expansion villages. At the time OPA No. 600 was approved Block 11 was projected to have a population of 14,733 and a total of 4,720 housing units:

Block 11 Plan

When residential lands and projected population targets were further identified for Block 11, the targets were lower than projected in OPA No. 600. This was primarily the result of two large land holdings (originally contemplated for low density residential development in OPA No. 600), being removed from the land available for residential development. The Block 11 Plan, approved by Council on August 25, 2003, provided for primarily low and medium density residential development throughout most of the block and was approved to provide a population of 11,051 and a total of 3,552 housing units.

Other High Density Residential Development within Block 11

In 2006, Council approved amendments to the Official Plan to permit high density residential development in the northwest quadrant of Block 11. Applications for an Official Plan Amendment (File: OP.05.009) and a related Zoning By-law Amendment (File: Z.03.070) were approved on March 20, 2006 for the southeast corner of Dufferin Street and Major Mackenzie Drive, to permit high density residential development at a maximum density of 200 units/ha, with a maximum building height of 12 storeys, to facilitate the future development of high rise apartments, townhouses and ancillary convenience commercial uses. The site was rezoned to RA3 Apartment Residential Zone with “H” Holding Symbol, with the holding provision to be lifted upon confirmation that Council has allocated servicing capacity to this development and upon site plan approval.

Council also approved a high density residential development for a property on the south side of Major Mackenzie Drive, east of Dufferin Street, within Block 11. The Official Plan Amendment (File OP.05.019) and Zoning By-law Amendment (File Z.05.040) were approved by Council on September 25, 2006, to permit high density residential development at a maximum density of 150 units/ha with ancillary commercial development in two buildings with maximum heights of 9 and 10 storeys. Prior to the enactment of an implementing zoning for the site, Council shall approve a site plan for the property.

Based on the preliminary concept plans for these buildings, there is potential for approximately 1,128 units from the approved OP.05.009 lands and 325 units from the approved OP.05.019 lands. The combined development on these sites, provides the potential for 1,453 additional high density residential units to be built within Block 11. With the approval of the subject applications as submitted, an additional 920 units would be added to the Block, for a combined total of 2,373 high density residential units, yielding an additional 4,817 persons to the overall population of Block 11, which would bring the total population for Block 11 closer to the original envisioned Official Plan #600 population target of 14,733.

Provincial Policy Statement (PPS 2005)

Since the approvals of OPA No. 600 and the Block 11 Plan, the Province has updated its policies related to land use. The Provincial Policy Statement (PPS) was approved in 2005, and provides policy direction on matters of Provincial interest related to land use planning and development.

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The PPS envisions efficient development patterns that optimize the use of land, resources, and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, and parks and open space and transportation choices that facilitate pedestrian mobility and other modes of travel.

The “Building Strong Communities” policies of the PPS state that sufficient land shall be made available through intensification and redevelopment and if necessary, through designation of growth areas to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time frame of up to 20 years.

In particular, the policies related to “Managing and Directing Land Use”, states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs; and by promoting cost-effective development standards to minimize land consumption and servicing costs.

The subject proposal will broaden the mix of residential uses in the area, which has been predominantly approved for low density residential development. It will also minimize land consumption and servicing costs as it will allow more people to live in the area, which is already planned for urban growth.

The “Settlement Areas” policies state that these areas shall be the focus of growth and shall identify and promote opportunities for intensification and land use patterns within settlement areas, which shall be based on, in part, densities and a mix of land uses which efficiently use land and resources; and are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

The location of the proposed high density designation is within a settlement area as defined by the PPS. The mix of densities in the area will be increased by redesignating “High Density Residential/Commercial”. The proposal makes efficient use of the land by increasing residential densities. The development will also use infrastructure efficiently by using existing and planned roads and will connect into the servicing for the area. The proposed development is appropriate with respect to public service facilities, as it is part of the larger Block 11 development area (Block 11) for which community facilities are being built, and will support public transit.

The “Settlement Area” of the PPS policies also require that “new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities”. The location of the proposed development is within an “Urban Village Growth Area” as established in the Vaughan Official Plan, and is immediately adjacent to existing development in the Town of Richmond Hill.

The PPS also includes housing policies that require an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area and promote compact form and a structure of nodes and corridors.

The proposed development will add to the housing types and densities within the Block 11 area. Infrastructure and public service facilities for this development will be provided as part of the larger development that is occurring within the Block 11. Future residents of the development will also help support public transit initiatives.

The PPS transportation policies also promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail

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and bus. The proposed development will assist in achieving this goal, and the location of the development on Bathurst Street, a major corridor intersecting with Lebovic Campus Drive, will allow residents to access existing YRT public transit and the Rutherford GO Transit rail stations.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses on the subject lands with a maximum net density of 200 units/ha is appropriate, and will broaden the mix of residential uses in the area and promote an increase in transit ridership, minimize land consumption and servicing costs, and will allow more people to live within the area already planned for urban growth, which is consistent with the policies of the PPS.

Provincial Growth Plan - Places to Grow

The Province approved the Places to Grow Plan in 2006, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. "Places to Grow" promotes increasing intensification of the existing built-up areas, with a focus on urban growth centres, intensification corridors and major transit stations. Concentrating intensification in these areas provides for a focus for transit and infrastructure investment to support growth and for building compact, transit-supportive communities in greenfields. "Places to Grow" requires that by 2015, a minimum of 40% of all residential development is to occur within the defined built-up area.

The proposed high density development addresses these principles and policies through its location, compact development form and support towards a viable transit network. The proposed development is within a designated urban growth area of the City that is now beginning to develop. The additional density will complement the planned Block 11 community by adding to the mix of housing and further establish a pedestrian-friendly community through its site design and building layout. The increase in density is also transit-supportive.

The Growth Plan states that "strong, healthy, inclusive communities have a broad mix of housing types, tenure opportunities and price ranges available to meet the needs of all residents." The creation of a mix of housing types through intensification or through "more compact land-use patterns in green field developments" can result in more attractive and livable communities.

The proposed development is a form of intensification, proposing a density higher than what was originally approved in OPA No. 600. The location of the site is suitable for intensification given its access to arterial roads, existing public transit and commercial uses, and natural areas and community facilities. It will add to the mix of housing type and represent a more compact form of development when compared to the approved development in the area, which is for the most part single detached and townhouse dwellings. The proposed development provides an opportunity for increasing housing types, tenures and price ranges within Block 11 and is in accordance with the other intensification goals established in the Places to Grow Plan.

Intensification corridors are identified by the Growth Plan as locations that present an opportunity to accommodate growth. Intensification corridors are defined as "lands along major roads or arterials that can provide a focus for higher density mixed-use development, higher order transit, and infrastructure investment". The policies of the Growth Plan indicate that the intensification corridors will be planned "to have a diverse mix of land uses, including residential and employment uses" and will have "the existing and planned infrastructure capacity to accommodate projected increases in residents and jobs".

The proposed development is located along an arterial road located within a local corridor as defined in the Region of York Official Plan. This development will add to the mix of the land uses along the corridor, which has the servicing infrastructure in place that can accommodate the increased population.

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One of the intentions of the Growth Plan is to "ensure that designated but not yet urbanized areas grow at transit-supportive densities, with transit-supportive street configurations". These designated growth areas are a key component in the Growth Plan. The subject lands are in a growth designated area (Block 11) currently undergoing urbanization and the proposed development represents an opportunity for intensification within the developing Block 11 area.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses on the subject lands are consistent with the Provincial Places to Grow document by directing growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth, and by promoting transit-supportive densities and a mix of residential and employment land uses.

Region of York Official Plan

The Region of York Official Plan establishes a set of policies that are intended to guide economic, environmental and community-building decisions affecting the use of land and to assist with the coordination of more detailed planning by the area municipalities. One of the objectives of the Regional Official Plan with respect to housing is "to promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, housing forms and types and tenures that will satisfy the needs of the Region's residents and workers".

The Regional Official Plan designates the subject lands as "Urban Area" and also identifies Bathurst Street as a "Local Corridor". The Local Corridor policies of Section 5.6 of the Regional Official Plan encourage and promote opportunities for higher densities, recognizing the functions of the corridors in linking centres and providing transit routes.

The proposed official plan amendment will assist in achieving these goals. The proposed high density residential development, in conjunction with the approved low and medium density residential development approved within this portion of Block 11 will provide a variety of dwelling types and sizes. The higher density will make more efficient use of services, infrastructure and transit in the area. The development also provides for a compact and efficient community, through its location, layout and design, and also encourages pedestrian activity through the buildings and open spaces.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses are consistent with the objectives of the Regional Official Plan. The proposed residential intensification along a designated local corridor makes efficient use of land and existing services providing for compact development that promotes transit supportive densities.

City of Vaughan Official Plan (OPA No. 600)

The major themes of the OPA No. 600 policy framework for the City's urban expansion areas are environmental protection and compact and efficient urban form. The key policies supporting these themes include:

- i) encouraging an urban structure reflecting compact urban form;
- ii) achieving a significant increase in public transit;
- iii) encouraging transit friendly land uses and higher density development along major transportation corridors; and
- iv) encouraging the provision of an adequate supply of housing with a mix of densities, unit types, costs and tenures;

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The proposed development is consistent with the overall themes of environmental protection and compact and efficient urban form. Existing environmental features within Block 11 have been protected through the Block 11 Plan approval. There are no environmental features impacted by the proposed development, and the development represents a compact urban form. It will increase the mix of housing supply within an urban area along a local corridor and it is anticipated that the proposed development in this location will encourage and increase transit ridership which in turn will assist in sustaining and improving public transit.

Encouraging the viability of urban areas through residential intensification is one of the goals and objectives established by OPA No. 600, with respect to housing. OPA No. 600 recognizes this can be accomplished where there is an availability of services, proximity to transit and compatibility with existing land uses. The proposed development directly addresses the above noted goal. Intensification of the site meets the criteria of servicing, transit and compatibility through its location and design. Services have been constructed for the existing and the developing residential community and public transit exists along Bathurst Street and along Weldrick Road (within Richmond Hill). The development concept submitted with the application, takes into account the approved westerly low density residential development on the west side of Geshar by locating the tallest buildings away from these dwellings and adjacent to the major arterial road (Bathurst Street).

The primary access to the site is to be from a single entrance point on Bathurst Street, as shown on Attachment #4. A second access will be provided at the west boundary of the site connecting to Geshar Crescent, opposite Haven Road. YRT public transit bus service is presently provided on Bathurst Street and is proposed to be provided along Lebovic Campus Drive. The proposed high density development will contribute to the viability of a local transit system, and local service is also proposed to connect to the Carrville District Centre.

The introduction of a high density residential land use for the subject lands achieves the objectives of the Provincial, Regional and City policies by creating a more compact and concentrated development form that makes efficient use of land, infrastructure and supports public transit. Given the site's orientation on Bathurst Street, the minimal impact on the hard and soft services, and that the transportation impact can be accommodated within existing planned improvements to the transportation infrastructure, the high density residential use is considered to be appropriate for the site.

Transportation Impact and Phasing Plan

The preliminary road pattern for the Carrville Urban Village was established in OPA No. 600. With the approval of the Block 11, the final location and alignment of the roads were confirmed, as shown on Attachment #2. The approved Block 11 road pattern, in the area of the subject lands provides connections to Bathurst Street, Lebovic Campus Drive, and to Ilan Ramon Avenue, the north-south road running between Major Mackenzie Drive and Rutherford Road. The subject application proposes private road connections to Bathurst Street, and to the internal road system at Geshar Crescent. The proposal is supported by a traffic study by iTrans. The study dated January 2007, supports two road connections into the proposed development being, an access to Bathurst Street opposite the existing Pemberton Road, which is to be controlled by traffic signals; and a second stop controlled access, where Geshar Crescent and Haven Road intersect, approximately 300 m north of Lebovic Campus Drive.

The iTrans study concludes that traffic from the proposed 920 unit residential development can be accommodated by the recommended road network, which includes; stop controlled intersections at Geshar Crescent and Haven Road, and also at Lebovic Campus Drive, and Geshar Crescent; along with the existing signal controlled intersection at Bathurst Street and Weldrick Road along with a new signal controlled intersection at Bathurst Street and Pemberton Road. The iTrans study also assumes that with the road network proposed in the report, the

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internal road and site access points will operate with excess capacity under 2011 future total conditions. The iTrans study has been provided to the Region of York, the Town of Richmond Hill and the City of Vaughan Engineering Department for review.

Preliminary comments from the Region of York Planning Department, regarding the proposed official plan amendment, indicate that the collector road system identified in the Block 11 Plan be maintained. Direct vehicular access from the proposed dwelling units to Bathurst Street will not be permitted and access must be obtained through the internal road network within the site. The Regional Planning Department also requested that a traffic impact study specific to this site and the broader Blocks 11, 12 and 18, including a phasing and implementation plan, will be required as a condition of a future site plan application.

As a total of 920 units are proposed to be built on the site, the Region has requested a development phasing plan for the proposed development to ensure that development keeps pace with any infrastructure improvements required to the surrounding road network. In this regard, a policy to address the requirement for the completion of the necessary traffic improvements will be added to implementing official plan amendment, should Council approve the Official Plan Amendment application.

Zoning

The subject lands are zoned "A" Agricultural Zone by By-law 1-88. A Zoning By-law Amendment application (File Z.05.050) has been submitted to permit high density residential and townhouse uses on the property. The rezoning to RA3 Apartment Residential Zone would permit high-rise apartments and an exception will be required to add a block townhouse use on the subject lands. If approved, a Holding Symbol "(H)" will be placed on the property until such time as water and sanitary servicing capacity has been allocated and a site plan has been approved by Council in accordance with a phasing plan.

The following zoning exceptions to the RA3 Apartment Residential Zone will be required to facilitate the future development of high-rise apartment and townhouse uses:

a) Definition of Lot

A site specific definition of a "lot" is required to recognize the subject lands as one lot regardless of the number of buildings or structures erected on any part of the lot is required.

b) Landscape Strip Width

By-law 1-88 requires a 6.0 m wide minimum landscape strip along a lot line abutting a street within an RA3 Apartment Residential Zone. A site-specific zoning exception is required to permit 4.0m wide minimum landscape strips along a lot line abutting a street within an RA3 Apartment Residential Zone for the subject lands.

c) Portions of Buildings Below Grade

By-law 1-88 requires a 1.8 m minimum setback from the front lot line to the nearest part of a building below finished grade. A site specific exception is required to permit a 0.0 m minimum setback from a lot line to the nearest part of the building below finished grade.

d) Dimensions of Driveways

A site specific exception is required to exempt the subject lands from the By-law 1-88 requirements respecting dimensions of driveways.

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e) Minimum Lot Area Requirements

A site specific exception is required to permit a minimum lot area of 50m² per unit, whereas By-law 1-88 requires a minimum lot area of 67m² per unit within an RA3 Apartment Residential Zone.

f) Maximum Building Height

A site specific exception is required to permit a maximum building height of 50m and 15 storeys within an RA3 zone whereas By-law 1-88 permits a maximum of height of 44m in a RA3 Apartment Residential Zone.

g) Permitted Uses

A site specific exception is required to permit apartment dwelling, multiple family dwelling, block townhouse dwellings and day nursery as permitted uses within an RA3 Apartment Residential Zone since only the apartment dwellings and day nursery uses are permitted within this zone in By-law 1-88.

The above-noted exceptions to the RA3 Zone are considered to be appropriate to implement the proposed site development.

Vaughan Engineering Department

a) Servicing

- i) Water and sanitary servicing capacity is not yet available to service this proposal and shall be identified and allocated by Council prior to lifting of the Holding Symbol "(H)".
- ii) The applicant's consultant submitted a Stormwater Management Sanitary and Water Supply Servicing Brief prepared by Schaeffers. That brief indicates that the subdivision design for the subject lands was designed assuming apartment development on these lands and that the proposed development can be serviced without any stormwater management or sanitary and water supply constraints. The City's Engineering Department concurs with the conclusions of the report.

b) Transportation/Traffic

A Traffic Impact Study prepared by iTrans Transportation Planning and Traffic Consultants was submitted in support of the subject applications. iTrans also undertook the original transportation work for the Block 11 Planning Area on behalf of the Block 11 landowners group. iTrans reviewed the land use planning proposal as it relates to the existing/planned transportation system and has advised that the proposed development can be accommodated by the assumed and recommended road network originally indicated in the Block 11 traffic study along with the requirement for signalization of the Bathurst Street and Pemberton Road intersection. The City Engineering Department concurs with the findings of the consultant's traffic report and acknowledges that the findings of the report must be approved by the Region of York.

Region of York Planning Department

The Region of York Planning Department has advised that the proposal is subject to the Regional Official Plan policies for Local Corridors (Section 5.6) of the Regional Official Plan which encourages opportunities for mixed use and higher densities, recognizing the functions of the corridors linking centres and providing transit routes.

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The Region has no objections in principle to the proposed development. The Region has requested that the following should be addressed through the Site Plan approval process:

- i) a development phasing plan is required which should identify the timing of this development relative to the delivery of services and infrastructure;
- ii) the proposed plan shall maintain the collector road system identified in Block 11, connecting Pemberton Road on the east side of Bathurst Street with Gesher Crescent;
- iii) direct vehicle access from the proposed dwellings to Bathurst Street will not be permitted and access must be obtained through the internal road network
- iv) a revised and updated Traffic Impact Study specific to this site and the broader Blocks 11, 12, 18 and a phasing and implementation plan will be required as a condition of future site plan application.

The Region of York will provide additional comments at the site plan stage on such matters as, but not limited to pedestrian and vehicular accesses and urban design.

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 Region of York will be approving the final implementing Official Plan Amendment should Vaughan Council adopt the Amendment and approve the subject application. The Region of York will also be providing additional comments at the future site plan application stage to implement the development of the site.

Conclusion

The Development Planning Department has reviewed the proposed application to amend the Official Plan to redesignate the subject lands from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" in light of the Provincial, Regional, and City policies and the area context in terms of existing land uses, services and infrastructure. The proposal to redesignate and also rezone the subject lands through the proposed Zoning By-law Amendment application from "A" Agricultural Zone to "RA3" Apartment Residential Zone to permit a high density residential development is appropriate in terms of location, form and density and responds to matters such as providing for a range/mix of residential uses and promoting transit supportive uses.

In light of the above, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment applications together with an "H" Holding Symbol that will be applied to the subject lands. The Holding Symbol "H" can be removed when adequate water and sanitary servicing capacity is available and allocated to the phases of this development through the approval of future site plans.

Attachments

1. Location Map
2. Approved Block 11 Community Plan
3. Context Plan
4. Proposed Development Concept

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Report prepared by:

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Grant Uyeyama, Manager of Development Planning, ext. 8635

LG

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

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Item 73, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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**ZONING BY-LAW AMENDMENT FILE Z.06.071
DRAFT PLAN OF SUBDIVISION FILE 19T-06V13
BOCA EAST INVESTMENTS LIMITED
REPORT #P.2007.15**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.071 (Boca East Investments Limited) BE APPROVED, and that the implementing by-law:
 - a) rezone Block 1 to EM3 Retail Warehouse Area Zone;
 - b) rezone Block 7 to EM1(H) Prestige Employment Area Zone with the Holding "H" provision to be lifted upon said part block being combined with the block to the south to form a developable block;
 - c) rezone Block 4 to EM2 Employment Area General Zone;
 - d) rezone Block 6 to EM2(H) Employment Area General Zone with the Holding "H" provision to be lifted upon said part block being combined with the block to the south to form a developable block;
 - e) rezone Blocks 2 and 5 to split EM1 Prestige Employment Area Zone and EM2 Employment Area General Zone;
 - f) rezone Block 3 to split EM1(H) Prestige Employment Area Zone and EM2(H) Employment Area General Zone with the Holding "H" provision to be lifted upon the determination of the final alignment of Highway #427 extension, to the satisfaction of the Ministry of Transportation Ontario;
 - g) rezone the 4.070 ha parcel of land shown as Area "B" on Attachment #3 to split EM1 Prestige Employment Area and EM2 Employment Area General;
 - h) to permit outside storage on corner lots in the EM2 Employment Area General Zone subject to a building being placed in the quadrant where the two streets intersect within the area zone EM2 Employment Area General.
2. THAT Draft Plan of Subdivision File 19T-06V13 (Boca East Investments Limited) prepared by KLM Planning Partners Inc., dated May 31, 2007, BE APPROVED, as red-lined on June 18, 2007 subject to the conditions of approval set out in Attachment #1.
3. FOR the purpose of notice, the subdivision agreement shall contain a provision that cash-in-lieu of the dedication of parkland shall be dedicated and/or cash-in-lieu paid, within the plan in accordance with the Planning Act and conform to the approved "Cash-in-lieu of Parkland Policy".

Economic Impact

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

Communications Plan

N/A

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Purpose

The Owner has submitted applications to amend the Zoning By-law and for a Draft Plan of Subdivision on the subject lands shown as Area “A” on Attachment #2. The proposal is to rezone the lands from OS2 Open Space Park Zone to EM1 Prestige Employment Area Zone, EM2 General Employment Area Zone, EM3 Retail Warehouse Employment Area Zone, as shown on Attachment #3 and OS1 Open Space Conservation Zone, to facilitate a 108.742 ha Draft Plan of Subdivision as shown on Attachment #4. The breakdown is as follows:

1 Retail Warehouse Block (Block 1) (EM3 Retail Warehouse Zone)	9.826 ha
1 Prestige Employment Area Block (Block 7) (EM1 Prestige Employment Zone)	0.403 ha
2 Employment Area General Blocks (Blocks 4 & 6) (EM2 General Employment Area Zone)	8.198 ha
3 Mixed Prestige and Employment Area General Blocks (Blocks 2, 3 & 5) (Split EM1 Prestige Employment Area Zone and EM2 Employment Area General Zone)	65.578 ha
3 Stormwater Management Blocks (OS1 Open Space Conservation Zone)	7.118 ha
3 Open Space/Valleyland Blocks (OS1 Open Space Conservation Zone)	10.869 ha
Roads, Widenings and Reserve Blocks	6.75 ha
TOTAL AREA	108.742 ha

The Owner is also requesting that the 4.070 ha parcel of land shown as Area “B” on Attachment #1, be zoned from A Agricultural Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone as shown on Attachment #2.

An exception is proposed to permit outside storage on corner lots in the EM2 General Employment Zone.

Background - Analysis and Options

The 108.742 ha site is located on the east side of Regional Road 50, west side of Huntington Road, and south of Rutherford Road, in Part of Lots 13-15, Concession 10, City of Vaughan, as shown on Attachment #1.

The subject lands are designated “Prestige Area”, “Employment Area General” and “Valley Lands” under OPA #450 (Employment Area Plan), as amended by OPA #631, the latter which was approved by the Region of York on March 28, 2007. The lands are also subject to the approved Block 64 Plan and zoned OS2 Open Space Park Zone and A Agricultural Zone by By-law 1-88.

The surrounding land uses are:

- North - Rutherford Road, existing gas bar (C7 Service Commercial Zone) and CP Intermodal Terminal (A Agricultural Zone)
- South - agricultural and existing residential dwelling (A Agricultural Zone)
- East - Huntington Road, agricultural and existing residential (A Agricultural Zone)
- West - Regional Road 50; City of Brampton, existing agricultural uses with proposed commercial and residential

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On April 5, 2007, a Notice of Public Hearing was mailed to all landowners within 120m of the subject lands and to persons requesting notification and to the West Woodbridge Homeowner's Association. As of June 5, 2007, no responses have been received. At the Public Hearing on April 30, 2007, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on May 7, 2007.

Official Plan

The subject lands are designated "Prestige Area", "Employment Area General" and "Valley Lands" under OPA #450 (Employment Area Plan), as amended by OPA #631, and further subject to the Boca East Investments Limited (Block 64) Plan as shown on Attachment #4, subject to the following policies:

a) Prestige Area

The "Prestige Area" designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment. It defines areas where it is appropriate to restrict uses, which by nature of their operating characteristics, would contribute to attractive streetscapes, and provide opportunities for employment intensive uses that will take advantage of and support the transit system. A wide range of industrial, office, business and civic uses are permitted, but not outside storage. The implementing zoning is EM1 Prestige Employment Area Zone.

b) Employment Area General

The "Employment Area General" designation accommodates uses which do not require high visual exposure, provides location opportunities for industrial development which may require outside storage or be undertaken outdoors, and that facilitates a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and outside storage operations, and transportation and distribution facilities. The implementing zoning is typically EM2 General Employment Area Zone, however, the owner has requested that all Blocks be zoned EM1 Prestige Employment Area Zone instead, to promote a more prestige industrial business park with no outside storage. The EM1 Zone uses are also permitted in an EM2 Zone and are more restrictive, which conforms to the policies of OPA #450.

c) Stormwater Management and Valleylands

The location of the stormwater management ponds and valleyland was established by the Huntington Business Park (Block 57/58) Plan. No buildings or structures are permitted, except where structures are intended for flood or erosion control purposes. The implementing zoning is OS1 Open Space Conservation Zone.

d) Road Connection

Subsection 5(d) of OPA #631 states "the northern most east/west road, which is the most central east/west road within Block 64 (Attachment #3), connecting Huntington Road and Regional Road 50, will be located so as to ensure an equitable opportunity for landowners adjacent to the collector road to proceed with development. This provision shall not prevent proper and safe alignment of the collector road at the intersections with Regional Road 50 and Huntington Road".

The City's Engineering Department has provided the following comment, which has also been verbally confirmed by a Region of York Transportation Department: The northern most east/west road (Street "2") as shown on Attachment #2 is aligned with Bellchase Trail on the City of

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Brampton side and it will be a signalized intersection. A proposed spacing between Street “1” (Clarkway Boulevard) and Street “2” (Bellchase Trail) allows for both intersections to be signalized in the future and to provide full movement access to the Boca lands. It would be hard to keep alignment with Bellchase Trail and to provide necessary turning lanes at the intersection, and at the same time satisfy Engineering Department Standards if the road was shifted north or south.

Zoning

The subject lands are zoned OS2 Open Space Park Zone by By-law 1-88, which does not permit the proposed employment uses. The proposed zoning of the subdivision is shown on Attachment #3.

The Owner has proposed an EM1 Prestige Employment Area Zone and EM2 Employment Area General Zone for Blocks 7 and 6, respectively, however the Development Planning Staff is recommending that these Blocks be placed in a “H” Hold to be lifted upon the Block being combined with the adjacent lot to the south in order to create a developable lot. Block 4 is also proposed for EM2 Employment Area General Zone which is consistent with the Official Plan Policies.

Blocks 2, 3 and 5 are proposed for a split EM1 Prestige Employment Area Zone and EM2 Employment Area General Zone. The EM1 Zone will be located along the arterial roads and the EM2 Zone will be located in the internal road network. The Ministry of Transportation Ontario (MTO), however, has indicated that Block 3 is to be rezoned only and kept undeveloped because it is a critical area where a potential westerly alignment or interchange may be required. It is therefore recommended that Block 3 be zoned with a “H” Holding provision, pending the resolution of the Highway #427 extension by the MTO. The MTO has also confirmed that a minimum 14.0m setback will be applied to all “hard” engineered structures to the future designated Highway #427 right of way.

The proposed OS1 Open Space Conservation Zones are for the Valley Lands (Blocks 12 and 13), Open Space (Block 11) and Stormwater Management Ponds (Blocks 8 and 9).

Block 3 is proposed for EM3 Retail Warehouse Zone. In evaluating applications to permit retail warehouse the following criteria shall be assessed in accordance with Section 2.2.7.1 of OPA #450: availability of access to the arterial road system, traffic impacts on adjacent land uses, the adequacy of proposed accesses and the impact of the proposed use on the operation of the regional and local road system, and compatibility with adjacent land uses. The subject lands have access onto Regional Road #50. At the time of Block Plan (64) approval, City Staff determined that the Block 3 was an appropriate location for retail warehouse. Based on the OP Policies of the area, future development will be primarily employment uses. In turn, there should be no compatibility issues. The Owner may be required to submit additional studies or reports at Site Plan Approval stage to ensure appropriate development.

Subsection 6.3.2 (vi) of By-law 1-88 states that in an EM2 Employment Area General Zone, “no outside storage shall be permitted on any corner lot”. The Owner is requesting that this requirement be eliminated. Given the large size of the proposed Blocks, Staff have no objection to this request subject to a building being located at the corner of the two streets within the portion on land zoned EM2 Employment Area General to provide screening as to ensure that outside storage is not in complete view of both streets. All other requirements in Subsection 6.3.2 will still apply at Site Plan and/or Permit stage.

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Block Plan

The proposed draft plan of subdivision is consistent with the Boca East Investments Limited Block Plan (Block 64) as shown on Attachment #4 in terms of road pattern, and the location of employment and stormwater management pond blocks. Street "1" (north-south) will form part of the ultimate build-out connection to Rutherford Road to the north and Langstaff Road to the south. Street "2" (east-west) will form the connection between Regional Road #50 to the west and Huntington Road to the east. The Block Plan was approved by Council on June 26, 2006.

Subdivision Design

The proposed draft plan of subdivision includes a total of 13 Blocks consisting of 1 Retail Warehouse Block, 1 Prestige Employment Area Block, 2 Employment Area General Blocks, 3 Stormwater Management Blocks and 3 Open/Space Valleyland Blocks, with the remaining Blocks being allocated for roads, reserves and widenings as shown on Attachment #3. Access to the subdivision blocks will in the interim be from Regional Road #50 and Huntington Road, with Street "2" providing access into the subdivision plan until such time as the lands to the north are redeveloped and the lands to the south develop, to allow for future road connections.

Servicing

a) Servicing Report

In support of the draft plan, the applicant has submitted a Master Environmental Servicing Plan prepared by Schaeffers & Associates Addendum dated November 2006 (the "MESP"), confirming the availability of water, sanitary, and storm sewers to develop the lands. The MESP identifies that the municipal services are external and sized to service the draft plan. We summarize the servicing report below.

b) Water System

The draft plan is found within the service area of Pressure District #6 of the York Water Supply System. The draft plan can be provided with a looped water supply by constructing the proposed 600mm diameter on Huntington Road watermain south from the existing 1800mm diameter watermain on Rutherford Road and constructing the proposed 300mm diameter watermain on the internal roads.

c) Sanitary Sewer

In review of the construction drawings for the Vaughan West II Industrial Subdivision 19T-03V19, a sanitary sewer has been constructed on Zenway Boulevard and New Huntington Road that can be extended to service the draft plan. The applicant shall pay its proportionate share of the costs for any external municipal services designed and oversized to develop the draft plan such as the costs in the Vaughan West II Industrial Subdivision 19T-03V19 agreement and the special area development charges.

d) Storm Drainage

The MESP proposes two stormwater ponds on the draft plan, SWM 2 and 3, to service both the subject draft plan and abutting external developing lands within the Block Plan. Prior to subdivision approval, the applicant shall provide a storm water management report for the review and approval of the city. This report shall describe the proposed drainage system to develop the draft plan and include, but not be limited to, the following items:

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- (i) Plans illustrating the proposed system and its connection into the existing storm system,
- (ii) Stormwater management techniques that may be required to control minor or major flows, and
- (iii) Proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

e) Roads

The MESP proposes to construct the road network using the current City of Vaughan road design standards within the draft plan.

f) Street-lighting

The street-lighting shall meet the City criteria within the draft plan including the intersection of Street '1' and Rutherford Road and the intersections of Street '2' and Huntington Road and Street '2' and Highway 50.

g) Environmental Site Assessment

A recommendation is provided by the City's Environmental Engineer, dated March 1, 2007, confirming the Record of Site Condition has to be registered with the Environmental Site Registry of the Ministry of Environment.

The conditions of approval with respect to the Engineering Department's requirements have been included in Attachment #1 – Conditions of Approval.

Region of York

The Region of York Transportation and Works Department has reviewed the proposed draft plan and provides the following comments:

"This subdivision is within the West Rainbow Collector drainage area of the York Durham Sewage System. Full build-out of the West Rainbow Collector drainage area will require completion of the twinning of the Rainbow Trunk Sewer east of Kipling Avenue. The Rainbow Trunk Sewer twinning is expected to be completed in late 2007.

Based on contours provided on the draft plan of subdivision, this site will be serviced from Pressure District No. 5. We have no concerns regarding water supply to this area."

The conditions of approval with respect to the Region of York's requirements have been included in Attachment #1 – Conditions of Approval.

Ministry of Transportation Ontario (MTO)

In a letter dated January 5, 2007 the MTO indicated that the Owner will be responsible for submitting directly to the MTO a stormwater management report, Traffic Impact Study and Site Lighting Design and Calculation. The have also noted that the Ministry will require a 14.0 m setback from the future designated Highway #427 right of way and the owner will have to obtain the required permit.

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Block 3 is to be rezoned only and kept undeveloped because it is a critical area where a potential westerly alignment or interchange may be required. It is therefore recommended that Block 3 be zoned with a “H” Holding provision, pending the resolution of the Highway #427 extension by the MTO. Proposed access roads to Rutherford Road and Huntington Road could also impact the location and extent of the Highway #427 alignment and/or potential interchange at Rutherford Road. The ultimate location of these intersections with Rutherford Road and Huntington Road in the northeast portion of the Block plan should only be determined once the Environmental Assessment is complete.

The conditions of approval with respect to MTO requirements have been included in Attachment #1 – Conditions of Approval.

Region of Peel

In a letter dated February 13, 2007 the Region of Peel’s Planning Department advised that sewer facilities and water facilities are not available to service this site and waste collection will not be provided by the Region of Peel. The letter also stated the following:

“The proposed development abuts Highway #50, which is a Regional road. The Traffic and Transportation Engineering Department section has reviewed the above noted Draft Plan of Subdivision and cannot provide completed comments as the Traffic Impact Study remains outstanding.”

The conditions of approval with respect to the Region of Peel requirements have been included in Attachment #1 – Conditions of Approval.

City of Brampton

In a letter dated May 22, 2007 the City of Brampton’s Planning, Design and Development provided the following comments for consideration:

“ We have no fundamental objection to the development of the subject lands in accordance with Vaughan’s Plans for Block 64 These lands should continue to be protected in accordance with City of Vaughan Council approved OPA #631 policies on the Highway #427 extension.”

The City of Brampton is satisfied that the Owner and the City will take into consideration their above-noted comments, and do not have any specific conditions of approval.

Utilities

PowerStream Inc. has no objection to the proposed draft plan of subdivision subject to the Developer entering into a separate subdivision agreement with them to address hydro matters. The Developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, and compatible with the existing and/or proposed systems, in the surrounding plans of subdivision, all in accordance with PowerStream and City of Vaughan standards and specifications, and latest revisions.

Toronto and Region Conservation Authority (TRCA)

In a letter dated May 15, 2007 the TRCA indicated that the subject lands are partially located within the Authority’s Regulated Area and Regional Storm Flood Plain of the Humber River. In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit from the TRCA will be required for following activities:

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- Construction, reconstruction, erection or placement of a building or structure of any kind;
- Any change to a building or structure that would have the effect of altering the use or potential use of a building or structure, increasing the size of the building or structure or increasing the number of dwelling units in a building or structure;
- Site grading;
- Temporary or permanent placement, dumping or removal of any material, originating on the site or elsewhere;
- Interference & alterations to wetlands, watercourses or shorelines (including crossings and/or outfall).

It is noted that the limits of development and the associated valleyland buffer were previously delineated and established as part of the associated Block 64 Block Plan process.

The conditions of approval with respect to TRCA requirements have been included in Attachment #1 – Conditions of Approval.

Cultural Services

The Cultural Services Department has no objections to the proposed draft plan of subdivision provided an Archaeological Assessment is submitted to their satisfaction.

Parkland Dedication

The Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, under Section 42 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed draft plan of subdivision in accordance with the policies of OPA #450, as amended by OPA #631, the approved Block Plan and the provisions of By-law 1-88, as well as, the existing and proposed developments in the surrounding area. The Development Planning Department considers the proposed subdivision development to facilitate industrial employment uses to be desirable and appropriate, and in keeping with the approved Boca East Investments Limited Block Plan.

For these reasons, the Development Planning Department recommends approval of the draft plan of subdivision shown on Attachment #3, subject to the conditions of approval outlined in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Proposed Subdivision and Zoning
4. Red-lined Draft Plan of Subdivision 19T-06V13, June 18, 2007
5. Approved Block 64 Plan

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Report prepared by:

Andrea Seca , Planner, ext. 8215

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

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

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Item 74, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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**ZONING BY-LAW AMENDMENT FILE Z.06.018
DRAFT PLAN OF SUBDIVISION FILE 19T-06V01
SQUIRE RIDGE INVESTMENTS LTD.
REPORT #P.2006.28**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.018 (Squire Ridge Investments Ltd.) BE APPROVED, and that the implementing by-law:
 - a) rezone Block 1 to EM3 Retail Warehouse Employment Area Zone;
 - b) rezone Blocks 2 and 3 to EM1 Prestige Employment Area Zone;
 - c) rezone Block 4 to EM2 General Employment Area Zone;
 - d) rezone Block 5 to C7 Service Commercial Zone;
 - e) rezone Blocks 6 and 7 to OS1 Open Space Conservation Zone;
 - f) rezone Blocks 15-18, inclusive, to OSI (H) Open Space Conservation Zone with a Holding Symbol and Blocks 12-14, inclusive to EM1 (H) Prestige Employment Area Zone with a Holding Symbol, to be lifted upon the determination of the final alignment of the Highway the #427 extension, to the satisfaction of the Ministry of Transportation Ontario.
2. THAT Draft Plan of Subdivision File 19T-06V01 (Squire Ridge Investments Ltd.), prepared by KLM Planning Partners Inc., dated February 26, 2007, BE DRAFT APPROVED, subject to the conditions of approval set out in Attachment #1.
3. FOR the purpose of notice, the subdivision agreement shall contain a provision that cash-in-lieu of the dedication of parkland shall be dedicated and/or cash-in-lieu paid, within the plan in accordance with the Planning Act and conform to the City's approved "Cash-in-lieu of Parkland Policy".

Economic Impact

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

Purpose

The Owner has submitted applications to amend the Zoning By-law and for a Draft Plan of Subdivision on the subject lands shown on Attachment #1. The proposal is to rezone the lands from A Agricultural Zone and OS1 Open Space Conservation Zone to EM1 Prestige Employment Area Zone, EM2 General Employment Area Zone, EM3 Retail Warehouse Employment Area Zone, C7 Service Commercial Zone and OS1 Open Space Conservation Zone, to facilitate a 40.549 ha Draft Plan of Subdivision as shown on Attachments #2 and #3. The breakdown is as follows:

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• 1 Service Commercial Block (C7 Service Commercial Zone)	1.234 ha
• 2 Prestige Employment Block (EM1 Prestige Employment Area Zone)	7.536 ha
• 1 General Employment Block (EM2 General Employment Area Zone)	1.702 ha
• 1 Retail Warehouse Block (EM3 Retail Warehouse Employment Zone)	3.074 ha
• 1 Stormwater Management Block (OS1 and OS1-H Open Space Conservation Zone with and without a Holding Provision)	1.732 ha
• 1 Open Space Block (OS1 Open Space Conservation Zone)	1.094 ha
• 4 Future Valley Corridor and Buffer Blocks (OS1-H Open Space Conservation Zone with a Holding Provision)	8.893 ha
• 2 Future Prestige Employment Blocks (EM1-H Prestige Employment Area Zone with a Holding Provision)	11.581 ha
• 1 Future General Employment Block (EM2- General Employment Area Zone with a Holding Provision)	1.663 ha
• Streets, Reserves and Road Widening	2.04 ha
<hr/>	
TOTAL AREA	40.549 ha

Background - Analysis and Options

The 40.549 ha site is located on the south side of Langstaff Road, and on the east side of Huntington Road, in Part of Lot 10, Concession 9, City of Vaughan as shown on Attachment #2.

The surrounding land uses are:

- North - vacant, Langstaff Road (A Agricultural Zone)
- South - vacant (A Agricultural Zone)
- East - agricultural (A Agricultural Zone)
- West - agricultural, Huntington Road (A Agricultural Zone)

On March 24, 2006, a Notice of Public Hearing was mailed to all landowners within 120m of the subject lands and to persons requesting notification and to the West Woodbridge Homeowner's Association. To date, no responses have been received. At the Public Hearing on April 18, 2006, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 25, 2006.

Official Plan

The subject lands are designated "Prestige Area" and "Employment Area General" by OPA #450 (Employment Area Plan) and are further subject to the Huntington Business Park (Block 57/58) Plan as shown on Attachment #4, subject to the following policies:

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a) Prestige Area

The “Prestige Area” designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment. It defines areas where it is appropriate to restrict uses, which by nature of their operating characteristics, would contribute to attractive streetscapes, and provide opportunities for employment intensive uses that will take advantage of and support the transit system. A wide range of industrial, office, business and civic uses are permitted, but not outside storage. The implementing zoning is EM1 Prestige Employment Area Zone.

b) Employment Area General

The “Employment Area General” designation accommodates uses which do not require high visual exposure, provides location opportunities for industrial development which may require outside storage or be undertaken outdoors, and that facilitates a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and outside storage operations, and transportation and distribution facilities. The implementing zoning is typically EM2 General Employment Area Zone, however, the owner has requested that all Blocks be zoned EM1 Prestige Employment Area Zone instead, to promote a more prestige industrial business park with no outside storage. The EM1 Zone uses are also permitted in an EM2 Zone and are more restrictive, which conforms to the policies of OPA #450.

e) Stormwater Management and Valleylands

The location of the stormwater management ponds and valleyland was established by the Huntington Business Park (Block 57/58) Plan. No buildings or structures are permitted, except where structures are intended for flood or erosion control purposes. The implementing zoning is OS1 Open Space Conservation Zone.

Zoning

The subject lands are zoned A Agricultural Zone and OS1 Open Space Conservation Zone by By-law 1-88.

The proposed zoning of the subdivision is shown on Attachment #4. Blocks 2, 3, 12 and 13 are proposed for EM1 Prestige Employment Area Zone because they are abutting Huntington Road or Langstaff Road.

The proposed OS1 Open Space Conservation Zones is for the Valley (Block 13), Open Space (Block 5) and stormwater management (Block 6). In addition, Block 17 and 18 will also be zoned OS1 Open Space Conservation Zone to accommodate the 10.0 m buffer that is consistent with the requirements set out by Council's adoption of the Block Plan (57/58) on February 27, 2006.

Block 5 is proposed for C7 Service Commercial Zone. Located at the southeast corner of Langstaff Road and Huntington Road, this location meets the criteria set out in Section 2.2.5 Service Nodes in OPA #450. Service Nodes are generally located at intersections of arterial and or collector roads and the maximum area shall be approximately 1.2 ha. As a condition of approval the Owner will have to meet the requirements for a comprehensive Urban Design Guidelines for Block 57/58 and may have to provide a traffic impact study at Site Plan Approval stage to ensure appropriate development.

Block 1 is proposed for EM3 Retail Warehouse Zone. In evaluating applications to permit retail warehouse the following criteria shall be assessed in accordance with Section 2.2.7.1 of OPA #450: availability of access to the arterial road system, traffic impacts on adjacent land uses, the

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adequacy of proposed accesses and the impact of the proposed use on the operation of the regional and local road system, and compatibility with adjacent land uses. The subject lands have frontage onto Huntington Road. As per the approved Block Plan (57/58) and Official Plan policies of the area, future development of the area will be primarily employment uses. In turn, there should be no compatibility issues. The Owner may be required to submit additional studies or reports at the Site Plan Approval stage to ensure appropriate development.

As shown on Attachment #4, all the Blocks west of the Highway #427 extension protection area will be subject to a Holding provision, pending the resolution of Highway #427 extension by the Ministry of Transportation Ontario.

Block Plan

The proposed draft plan of subdivision is consistent with the Huntington Business Park (Block 57/58) Plan as shown on Attachment #5 in terms of road pattern, and location of employment and stormwater management pond blocks. Street "1" will form part of a new east/west road off of the new Huntington Road realignment. The Block Plan was approved by Council on February 27, 2006.

Subdivision Design

The proposed draft plan of subdivision includes a total of 19 Blocks consisting of 2 Prestige Employment Area Blocks and 2 Future Prestige Employment Blocks, 1 General Employment Area Block and 1 Future General Employment Area Block, 1 Retail Warehouse Block, 1 Service Commercial Block, 1 Open Space Block and 4 Future Open Space Blocks (including 1 future stormwater management pond), with the remaining blocks allocated for roads, reserves and widenings as shown on Attachment #3. Access to the subdivision blocks will be from Huntington Road, with Street "1" providing access into the subdivision plan, until such time as the lands to the south develops and the extension of Landstaff Road to the north is built out, to allow for future road connections.

Servicing

The Engineering Department has reviewed the proposed draft plan and provides the following comments:

"a) Servicing Report

In support of the draft plan, the applicant has submitted a Master Environmental Servicing Plan prepared by Urban Ecosystem Limited dated August 1999, and revised dated April 2005 (the "MESP"), confirming the availability of water, sanitary, and storm sewers to develop the lands. The MESP identifies that the municipal services are external and sized to service the draft plan. We summarize the servicing report below.

b) Water System

The draft plan is found within the service area of Pressure District #5 of the York Water Supply System. The draft plan can be provided with a looped water supply by extending the existing 600mm diameter watermain on Zenway Boulevard and constructing the proposed 600mm diameter watermain along Langstaff Road west from Highway No. 27.

c) Sanitary Sewer

In review of the construction drawings for the Vaughan West II Industrial Subdivision 19T-03V19, a sanitary sewer has been constructed on Zenway Boulevard and New .../5

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Huntington Road that can be extended to service the draft plan. The applicant shall pay its proportionate share of the costs for any external municipal services designed and oversized to develop the draft plan such as the costs in the Vaughan West West II Industrial Subdivision 19T-03V19 agreement and the special area development charges.

d) Storm Drainage

The MESP proposes a stormwater pond on the draft plan, the “SWM Facility A1”, to service both the subject draft plan and abutting external developing lands within the Block Plan. Prior to subdivision approval, the applicant shall provide a storm water management report for the review and approval of the city. This report shall describe the proposed drainage system to develop the draft plan and include, but not be limited to, the following items:

- (i) Plans illustrating the proposed system and its connection into the existing storm system,
- (ii) Stormwater management techniques that may be required to control minor or major flows, and
- (iii) Proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

e) Roads

The MESP proposes to construct the road network using the current City of Vaughan road design standards within the draft plan.

f) Street-lighting

The street-lighting shall meet the City criteria within the draft plan including the intersection of Street ‘1’ and Huntington Road.

g) Environmental Site Assessment

A recommendation is provided from Environmental Engineer, dated January 16, 2007, and February 7, 2007, confirming the City requires, as a normal practice, the Record of Site Condition (RSC) to be registered with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE).

The conditions of approval with respect to the Engineering Department’s requirements have been included in Attachment #1 – Conditions of Approval.

Region of York

The Region of York Transportation and Works Department has reviewed the proposed draft plan and provides the following comments:

“This subdivision is within the West Rainbow Collector drainage area of the York Durham Sewage System. Full build-out of the West Rainbow Collector drainage area will require completion of the twinning of the Rainbow Trunk Sewer east of Kipling Avenue.

Based on contours provided on the draft plan of subdivision, this site will be serviced from Pressure District No. 5. We have no concerns regarding water supply to this area.”

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The conditions of approval with respect to the Region of York's requirements have been included in Attachment #1 – Conditions of Approval.

Ministry of Transportation Ontario (MTO)

In a letter dated May 19, 2006, the MTO advised that sufficient land must be protected for the future Highway 427 Extension (110 m wide corridor) as well as a potential 60 m wide Transitway corridor adjacent to. The actual need for, and alignment of, such a corridor can only be determined through the EA process, which has commenced as of April 2006 and is anticipated to be completed by late 2009.

The MTO also indicated that depending on the proposed land use the noise mitigation requirements may required the need for additional blocks to be protected for berming/noise wall needs beyond the limited of the future highway/transitway requirements. This will be reviewed at the Site Plan stage. The Ministry requires that any new buildings/structures (including internal roads) above and below ground (including detention ponds) be setback a minimum distance as previously approved from the future Transitway property line and/or future Highway 427 property line. The owner must be made aware that Ministry permits are required for all buildings located within 45m from Highway 427 property line and a radius of 395m from the centrepont of Highway 427/RR7 right of way prior to any construction being undertaken.

The conditions of approval with respect to MTO requirements have been included in Attachment #1 – Conditions of Approval.

City of Brampton

In a letter dated June 23, 2006, the City of Brampton indicated that they have no fundamental objection to the eventual development of the subject lands in accordance with Vaughan's plans for Block 58, but do have a concern that the area intended to be held from development under holding zone provisions for the purpose of the Highway 427 corridor protection, does not seem to adequately protect for the potential of a Brampton alignment of the Highway 427 extension.

The applicant and the Development Planning Department contacted the Ministry of Transportation who verified that they have no concerns with the proposed protection area and that this boundary was pre-determined during the approval of Vaughan's Huntington Block Plan (Block 57/58).

Utilities

PowerStream Inc. has no objection to the proposed draft plan of subdivision subject to the Developer entering into a separate subdivision agreement with them to address hydro matters. The Developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, and compatible with the existing and/or proposed systems, in the surrounding plans of subdivision, all in accordance with PowerStream and City of Vaughan standards and specifications, and latest revisions.

Toronto and Region Conservation Authority (TRCA)

In a letter dated August 23, 2006, the TRCA confirmed that the Block 57/58 West Block Plan has been approved, and TRCA has no objections to the approval of the Draft Plan of Subdivision and Zoning Amendment Application subject to conditions of approval which have been included in Attachment #1 – Conditions of Approval.

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Archaeological Assessment

To date, the Development Planning Department has not received confirmation from Cultural Services that the Archaeological Assessment has been carried out for the subject property.

Prior to final approval of any agreement of the development application, and prior to the initiation of any grading to any lands included in the development application, a preliminary archaeological evaluation of the entire area within the proposed application shall be carried out at the owner's expense, and the same report shall identify any significant archaeological sites found as a result of the assessment. The archaeological assessment report shall be carried out by a licensed archaeologist and prepared according to the Ministry of Culture approved Archaeological Assessment Technical Guidelines, dated 1993. The archaeological assessment shall be submitted to the municipality and the said Ministry for review and approval.

Parkland

The Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, under Section 42 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

Relationship to Vaughan Vision

This staff report is consistent with Vaughan Vision 2007, which encourages managed growth through the implementation of OPA #450.

Conclusion

The Development Planning Department has reviewed the proposed draft plan of subdivision in accordance with the policies of OPA #450, the approved Block Plan and the provisions of By-law 1-88, as well as, the existing and proposed developments in the surrounding area. The Development Planning Department considers the proposed subdivision development to facilitate industrial employment uses to be desirable and appropriate, and in keeping with the approved Huntington Business Park Block Plan.

For these reasons, the Development Planning Department recommends approval of the draft plan of subdivision shown on Attachment #3, subject to the conditions of approval outlined in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision 19T-06V01
4. Proposed Zoning
5. Huntington Business Park – Block Plan

Report prepared by:

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

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/LG

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 75, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

75

**SITE DEVELOPMENT FILE DA.07.050
2059065 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved;**
- 2) That staff facilitate the processing of the building permit;**
- 3) That the enacting By-law be brought forward to the Council meeting of June 25, 2007; and**
- 4) That the elevation drawings submitted by the applicant, be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.050 (2059065 Ontario Inc.) BE APPROVED, to permit the development of a motor vehicles sales establishment (Ferrari and Maserati), 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, landscaping and signage plans 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;
 - iii) all hydro requirements of Power Stream Inc. shall be satisfied;
 - iv) all requirements of the Real Estate Department shall be satisfied; and,
 - v) if required all necessary variances to implement the final site plan shall be approved by the Committee of Adjustment, and be final and binding.

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 (File DA.07.050) on the subject lands shown on Attachment #1, for a two storey, 4,125.7m² motor vehicles sales establishment, as shown on Attachment #2.

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Background - Analysis and Options

The 1.63ha vacant site is located northwest of Highway #407 and Weston Road, with frontage onto Auto Park Circle, in Part of Lot 4, Concession 6, City of Vaughan (Attachment #1).

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan) and zoned AC "Automotive Commercial" by By-law 1-88, subject to Exception 9(477A). The surrounding land uses are as follows:

- North - Auto Park Circle; existing GM/Chrysler Dealership (AC Automotive Commercial Zone)
- South - existing Volvo Dealership (Automotive Commercial Zone)
- East - Auto Park Circle; existing BMW/MINI Dealership (Automotive Commercial Zone)
- West - Auto Park Circle; existing Banquet Hall (EM1 Prestige Employment Area Zone)

Official Plan

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), which permits a wide variety of employment uses that do not require high profile locations, and includes outside storage. The proposed motor vehicles sales establishment conforms to the policies of the Official Plan.

Zoning

The subject lands are zoned AC Automotive Commercial Zone by By-Law 1-88, subject to Exception 9(447A). The proposed motor vehicles sales establishment use is permitted by the By-law. All required variances to implement the site plan shall be determined by the Building Standards Department and if required shall be approved by the Committee of Adjustment, which shall be final and binding as a condition of site plan approval.

Site Design

The proposed site plan (Attachment #2) shows an irregular-shaped building surrounded by parking and a display vehicle in the northeast corner of the site. The Development Planning Department will continue to work with the Owner to finalize the details of the site plan shown on Attachment #2. The final site plan shall be approved to the satisfaction of the Development Planning Department.

Building Elevations

The proposed building elevations are shown on Attachment #3. The two-storey building will be constructed to a height of 8.5m with corporate signage extending from the roof line to a height of 18.2m. The building materials consist of ivory aluminum, clear glass and light grey precast panels. The Development Planning Department will continue to work with the Owner to finalize the details on the elevation plan shown on Attachment #3. The final elevation plan shall be approved to the satisfaction of the Development Planning Department.

Landscaping

The proposed landscape plan (Attachment #4) shows a variety of deciduous and coniferous trees and shrubs around the perimeter of the site and within the parking area. A minimum 3m wide landscape strip is proposed along Auto Park Circle. The Development Planning Department will continue to work with the Owner to finalize the details of the landscape plan shown on Attachment #4. The final landscape plan, including detail drawings and a landscape cost estimate shall be approved to the satisfaction of the Development Planning Department.

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Services

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

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

Relationship to Vaughan Vision 2007

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

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the proposed application in accordance with the policies of OPA #450 and the requirements of By-law 1-88, and the area context. Staff is satisfied that the proposed motor vehicle sales establishment for Ferrari and Maserati is appropriate and compatible with the surrounding automobile dealerships within in the Pine Valley Business Park auto campus and can support the approval of the site plan, subject to the conditions contained in this report.

Attachments

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

Report prepared by:

Christina Napoli, Planner, ext. 8483
Arto Tikiryan, Senior Planner, ext. 8212
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 76, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

76

SITE DEVELOPMENT FILE DA.07.031
THE CADILLAC FAIRVIEW CORPORATION LIMITED

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Site Development File DA.07.031 (The Cadillac Fairview Corporation Limited) BE APPROVED, to permit the construction of a single-storey, LCBO store as show on Attachment #3, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations, landscaping plan, and signage plans 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;
 - iii) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - iv) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - v) the required variances to implement the final site plan shall be approved by the Committee of Adjustment, and such variances shall be final and binding; and
 - b) that the site plan agreement 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

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Purpose

The Owner has submitted a Site Development Application (File DA.07.031) on the subject lands shown on Attachment #1 for a 1,273 m² LCBO retail store, with 60 parking spaces, on a 5,300 m² site, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located east of the Promenade Shopping Centre and form part of the entire shopping centre complex. More specifically, the subject lands are located between Bathurst Street and Promenade Park Circle, south of Centre Street, and north of Clark Avenue West, being Part of Lot 4 on Registered Plan 65M-2325, City of Vaughan. The 5,300m² subject lands are currently vacant with a partially asphalt paved surface area which was once used for sales trailers in relation to residential development located in the area. The subject lands have 106.08m of frontage along Bathurst Street and flankage on a private driveway leading to Promenade Circle (see Attachment #2). The rear lot line abuts Promenade Circle which is not a public road. The surrounding land uses are:

- North - private driveway access from Bathurst Street to Promenade Circle, and existing commercial (C2 General Commercial Zone)
- South - vacant (C5 Community Commercial Zone)
- East - Bathurst Street; existing residential (RM1 Multiple Residential Zone)
- West - Promenade Circle, parking area (C5 Community Commercial Zone)

Official Plan

The subject lands shown on Attachment #1 are designated "Town Centre Commercial Area" by OPA #210 (Thornhill-Vaughan Community Plan) and further designated "Special Policy Area" by OPA #671 (Thornhill Centre Street). The "Special Policy Area" designation applies to the southern portion of the amendment area addressed by OPA #671, including the subject lands as shown on Attachment #1. Commercial development within the "Special Policy Area" that is consistent with and permitted by the site-specific zoning by-law, and OPA #210 may proceed without completion of a comprehensive development plan.

The proposed site development application DA.07.031 to permit a retail store is consistent with and permitted by the site-specific zoning by-law, and OPA #210 (Thornhill-Vaughan Community Plan), and therefore, may proceed in conformity to the area Official Plan Amendments.

Zoning

The subject lands shown on Attachment #1 are zoned C5 Community Commercial Zone, subject to site-specific Exception 9(480). The C5 Zone permits an LCBO outlet use.

By-law 1-88 requires the Owner to provide and maintain on the subject lot for use by the subject lot all required parking. Although the subject lands (see Attachment #2) are part of the Promenade Shopping Mall complex, the subject lands are registered as a separate Block within a Plan of Subdivision, being Block 4 on Plan 65M-2325. Therefore, all required parking must be maintained within the property boundaries of Block 4. The proposal however, shows 17 of the required 77 spaces located on the Block to the south of the subject lands (see Attachment #3), and only 60 spaces within the subject development block, which will require a variance. As there is a sufficient amount of parking on the Promenade Mall site, the variance is considered to be acceptable.

With respect to parking spaces site-specific Exception 9(480) provides for a reduction in the size of parking spaces from the required 2.7m x 6.0m to 2.7m x 5.4m. A further variance is required for the depth of the handicapped spaces to match the 5.4m provided for standard spaces.

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The site-specific exception also requires a front yard setback of 9.0m, whereas Development Staff can support the proposed 5.4m front yard setback from Bathurst Street. The minimum 5.4m addresses the setback at the southeast corner of the building where the entrance feature projects slightly beyond the remainder of the building, which is acceptable. The actual setback proposed along the entirety of Bathurst Street is 6.0m.

An additional reduction to the required 6.0m wide the landscape buffer abutting Bathurst Street is required to address the building projection at the southeast corner of the building, to a minimum 5.4m wide landscape strip, which is acceptable.

The deficiencies noted above are considered minor in nature and the Development Planning Department can support these variances. The applicant will need to have the required variances approved by the Committee of Adjustment, and such variances shall be final and binding.

Site Design

The site plan as shown on Attachment #3 proposes a single use LCBO retail store having a total gross floor area of 1,273 m². The single storey irregular shaped building is located on the north half of the property. Immediately south of the building are 60 parking spaces two of which are handicapped spaces located in close proximity to the main building entrance. Additional mall parking will be utilized, south of the subject development block.

The proposed development requires and provides 1 loading space which is located on the north side of the building between the north exterior wall and the private driveway access to the shopping mall complex as shown on Attachment #3.

The east elevation extends beyond the north exterior wall providing screening for the loading space from Bathurst Street. A screen wall has also been provided along the private driveway blocking visibility of loading activity. The site is provided with 2 vehicular access points from Promenade Circle as well as separate access for the loading area. Driveways linking to the adjacent property to the south have also been provided allowing for access to the site for the 18 parking spaces situated on the property to the south.

A 6.0m wide landscape strip will be provided for along Bathurst Street, which will slightly be reduced to 5.4m at the southeast corner of the building. Landscaping will also be provided along the private driveway access and along Promenade Circle. A pedestrian walkway extends from the public sidewalk along Bathurst Street, westward along the south side of the building, and towards the parking area for the shopping mall.

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

Landscape Plan

The proposed landscape plan as shown on Attachment #4 provides for a mix of coniferous and deciduous trees and shrub planting along the Bathurst Street frontage and around the periphery of the site. A significant amount of planting has also been provided for along the loading spaces screen wall creating an aesthetically pleasing treatment. The final landscape plan and details, and cost estimate shall be approved to the satisfaction of the Development Planning Department.

Building Elevations

The proposed building elevations are shown on Attachment #5. The entire building will be built with a flat roof capped with a cantilevered metal canopy flashing in a neutral grey colour. The highest portion of the building being the entrance feature is located at the southeast corner and will be built with a flat roof to a maximum height of 8.39m. The main entrance is located along the south elevation and consists of double glass sliding doors.

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The overhead door for loading has been provided for along the west elevation internal to the site and not visible from any public right-of-way. The entire building is to be constructed in a light beige coloured brick with a complimentary stone base.

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

Parking and Transportation

The parking area has been located to the south of the building with the 2 provided handicapped spaces located in close proximity to the main entrance. The site requires 77 parking spaces of which 60 spaces are located within the development area, and 17 spaces are located on the adjacent lot to the south. The Applicant is aware that this parking configuration will require a Minor Variance application and approval from the Committee of Adjustment. The required parking for the applicant's site plan shown on Attachment #3 is calculated as follows:

$$1,273 \text{ m}^2 \text{ GFA @ } 6.0 \text{ parking spaces/100m}^2 \text{ GFA} = 77 \text{ parking spaces}$$

The Applicant has submitted a Service Vehicle Access Study to determine the impact of the delivery patterns on traffic which is currently under review and must be approved to the satisfaction of the City Engineering Department and the Region of York Transportation and Works Department.

Services

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

The site will be serviced by private garbage pick-up and snow storage will be maintained on site.

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 site plan must be reviewed and approved to the satisfaction of the Region of York Transportation and Works Department, as the site has frontage on Bathurst Street and the proposed development will intensify use of the overall Promenade Shopping Mall (see Attachment #2). The Owner is required to satisfy all Region of York Transportation and Works Department requirements.

Conclusion

The Development Planning Department has reviewed Site Development File DA.07.031 in accordance with the policies of OPA #210 (Thornhill-Vaughan Community Plan) and OPA #672, the requirements of By-law 1-88 as amended by site-specific Exception 9(480), and in the context of the surrounding land uses. The Development Planning Department is satisfied with the proposed development subject to the comments, conditions and recommendations contained in this report. The proposed application to permit an LCBO retail store as shown on Attachment #3, conforms to the policies of the area Official Plan and is considered to be compatible with the existing surrounding land uses, and can be supported, together with the variances that will be required to be obtained from the Committee of Adjustment.

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Attachments

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

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368

Arto Tikiryan, Senior Planner, ext. 8212

Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 77, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

77

YORK REGION 10-YEAR ROADS PROGRAM UPDATE PRESENTATION BY MR. DINO BASSO, DIRECTOR OF CAPITAL DELIVERY

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the concerns identified by the Committee of the Whole at its Working Session of May 29, 2007 with respect to the presentation made by Mr. Dino Basso (Director, Capital Delivery Roads) on York Region's 10 Year Road Program Update, be acknowledged and formally addressed by the Region of York as listed:
 - i. Clarification is required with respect to the Region's speed limit review program and its impact on Regional Roads within the City of Vaughan.
 - ii. Traffic infiltration concerns within the existing residential neighbourhoods in the area of the Rutherford Road GO Station east of Keele Street have persisted for several years. It is requested that Regional Road turning prohibitions be explored amongst other possible alternatives to alleviate this concern.
 - iii. The Teston Road link between Keele Street and Dufferin Street should be included as a priority project on the Region's 10 Year Road Program.
 - iv. Improvements to Dufferin Street south of Steeles Avenue should be explored in cooperation with the City of Toronto in order to alleviate the traffic capacity issues in this area.
 - v. Intersection improvements at Bathurst Street and Centre Street should be explored due to the major commercial developments currently underway in this area.
 - vi. Extensive traffic congestion at the intersection of Weston Road and Highway 7 continues to be a concern with the City and should be reviewed.
2. That a copy of this report be forwarded to the Region of York.

Economic Impact

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

Communications Plan

N/A

Purpose

This report has been prepared to formally advise the Region of York of all concerns raised by the Committee of the Whole at its Working Session of May 29, 2007 with respect to York Region's 10 Year Road Program Update (Refer to Attachment 1) such that all concerns may be acknowledged and formally addressed by the Region of York.

CITY OF VAUGHAN

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Item 77, CW Report No. 34 – Page 2

Background – Analysis and Options

At the Committee of the Whole Working Session meeting of May 29, 2007, an update presentation on York Region's 10 Year Road Program was made by Mr. Dino Basso, Director, Capital Delivery Roads, of the Transportation and Works Department. The presentation outlined Regional Council's approved 10 Year Roads Program, initiatives respecting Streetscaping, Transit and Higher Occupancy Vehicle (HOV) strategies and the status of all Regional road projects currently underway. The following is a comprehensive list of concerns raised by the Committee of the Whole following Mr. Basso's presentation:

- i. Clarification is required with respect to the Region's speed limit review program and its impact on Regional Roads within the City of Vaughan.
- ii. Traffic infiltration concerns within the existing residential neighbourhoods in the area of the Rutherford Road GO Station east of Keele Street have persisted for several years. It is requested that Regional Road turning prohibitions be explored amongst other possible alternatives to alleviate this concern.
- iii. The Teston Road link between Keele Street and Dufferin Street should be included as a priority project on the Region's 10 Year Road Program.
- iv. Improvements to Dufferin Street south of Steeles Avenue should be explored in cooperation with the City of Toronto in order to alleviate the traffic capacity issues in this area.
- v. Intersection improvements at Bathurst Street and Centre Street should be explored due to the major commercial developments currently underway in this area.
- vi. Extensive traffic congestion at the intersection of Weston Road and Highway 7 continues to be a concern with the City and should be reviewed.

Relationship to Vaughan Vision 2007

In consideration of the strategic priorities established by Vaughan Vision 2007, the recommendations of this report will assist in ensuring:

- Effective and efficient delivery of services;
- The implementation of OPA 600;
- Effective political leadership; and
- Stronger relationships with other government authorities and agencies.

Regional Implications

Modifications to York Region's 10 Year Capital Roads Program may be realized as a result of on-going local transportation related issues within the City to be addressed in cooperation with Regional Staff.

Conclusion

It is therefore recommended that the above noted concerns identified by the Committee of the Whole at its working session of May 29, 2007 with respect to the presentation made by Mr. Dino Basso (Director, Capital Delivery Roads) on York Region's 10 Year Road Program Update, be acknowledged and formally addressed by the Region of York.

CITY OF VAUGHAN

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Attachments

York Region 10 Year Road Program Update - presentation

Report prepared by

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 78, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

78

**1137 CENTRE STREET OFFICE REDEVELOPMENT
REQUEST FOR TEMPORARY ACCESS OFF PARSONS PLACE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 18, 2007:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That Krcmar Surveyors be permitted to enter their site at 1137 Centre Street from Parson Place with staff and visitor vehicles only from 7:30 A.M. to 5:30 P.M. MONDAY TO FRIDAY FOR JULY, AUGUST AND SEPTEMBER 2007,
2. That all construction access to the site be from the existing driveway off Centre Street only; and,
3. That should the foregoing conditions not be adhered to, the temporary access from Parsons Place shall be closed.

Economic Impact

None.

Communications Plan

Should Council approve the temporary access, the affected residents on Parsons Place and Carl Tennen Street would be advised of the temporary access and provided with contact information in the event that such use presents any concerns to the residents.

Purpose

To report to Committee of the Whole on a request received from Krcmar Surveyors Ltd for temporary access for staff and visitors through Parsons Place during construction at 1137 Centre Street.

Background - Analysis and Options

In a letter, dated June 4, 2007, Krcmar Surveyors advised that they are rebuilding their head office at 1137 Centre Street and requested that temporary access be granted for staff and visitors during construction. The temporary access was requested for July through September 2007.

The area road network is shown on Attachment No. 1. Currently, Krcmar Surveyors operates their business from their office at 1137 Centre Street and access to the site is via a driveway from Centre Street. Although there is a driveway off Parsons Place, it is closed and not used for any access. The approved site plan for the office redevelopment is shown in Attachment No. 2. As indicated on the approved plan, vehicular access to the site is from Centre Street only. The site area abutting Parsons Place will be landscaped as shown on Attachment 2.

During construction on the site, construction vehicles would access the site only by the existing entrance off Centre Street. Allowing staff and visitors to enter off Parsons Place would separate regular passenger car traffic from construction traffic and would provide safe and responsible

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access for employees and visitors. It would also allow the contractor to service and grade the site and build the necessary parking areas and driving aisles through most of the site free from conflict with employee and visitor vehicular traffic.

Krcmar has requested access from Parsons Place only on week days and between the hours of 7:30 a.m. and 5:30 p.m. Weekend access to the site off Parsons Place would not be permitted. All heavy construction vehicle access will be restricted to the existing Centre Street access.

Krcmar Surveyors has advised that they will continue to operate out of their existing building throughout the construction. They have also indicated their desire to ensure that the sequencing of construction is done so as to protect the safety of their employees and visitors and allow their continued operations which causing minimal disruption to their neighbours.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 so as to promote community safety, health and wellness, promote economic development and plan and manage growth.

Regional Implications

Although Centre Street is a Regional Road, this report has no impact on the Regional road network.

Conclusion

The request from Krcmar Surveyors for temporary access off Parsons Place for staff and visitors and ensuring construction traffic is restricted to the existing Centre Street driveway appears to be responsible and reasonable. Accordingly, it is recommended that such access be granted for July, August and September 2007 from 7:30 a.m. to 5:30 p.m, Monday to Friday only. The Parsons Place access shall be closed at all times outside the aforementioned period. Should there be non compliance with the foregoing, the use of the Parsons Place access shall cease and all vehicular access shall be from Centre Street.

Attachments

1. Area Road Network
2. Krcmar Site Plan

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

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Item 79, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

79

STAFF ATTENDANCE AT COMMUNITY MEETING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 18, 2007:

Recommendation

Councillor Tony Carella recommends that appropriate staff be directed to attend a community meeting to be convened at the earliest opportunity to address a number of issues relating to development of the property at 7543 Kipling Avenue, licensed to the Minime Sisters of the Passion and the Federation of Calabresi of Ontario

Economic Impact

Nil

Purpose

To provide all parties with authoritative information in respect of the development of the subject lands.

Communication Plan

Councillor Carella will inform the following parties by letter: The Calabro Canadian Federation, the Minime Sisters of the Passion, residents of Veneto Drive, Dalmato Court, Graceview Court, Kipling Avenue south of its intersection with Nadia Avenue/Veneto Drive, and Starview Gate.

Background – Analysis and Options

In 1988 the City granted a licence to the Minime Sister of the Passion a parcel which is part of lands leased to the City of Vaughan by the Province of Ontario. In 2003 the Sisters assigned the licence to the Federation of Calabresi of Ontario, as co-licensees, and they are in the process of developing a cultural centre on a portion of the lands. From time to time issues have been raised by nearby residents in respect of this development. A community meeting at which authoritative answers can be provided, will contribute to the resolution of any outstanding concerns.

Regional Implications

Nil

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.

Attachments

None

Report prepared by:

Councillor Tony Carella

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Item 80, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

80 EXECUTION OF CANADA-ONTARIO MUNICIPAL RURAL INFRASTRUCTURE FUND (COMRIF) AND GREEN MUNICIPAL FUND (GMF) FUNDING AGREEMENTS DURING SUMMER HIATUS

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated June 18, 2007:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments recommends:

1. That the Mayor and Clerk be authorized to execute the Canada-Ontario Municipal Rural Infrastructure Fund (COMRIF) funding agreement for the Asset Management Program provided that the agreement is in a format acceptable to the City Solicitor; and
2. That the Mayor and Clerk be authorized to execute any Green Municipal Funds (GMF) funding agreements that may be received during Summer Hiatus provided that the agreement is in a format acceptable to the City Solicitor.

Economic Impact

COMRIF has allocated \$60,386 to the City of Vaughan towards an Asset Management Program. A number of Green Municipal Fund applications have been submitted but the total grant and/or loan amounts approved cannot be quantified until formal approvals are received.

Communications Plan

No action required.

Purpose

The purpose of this report is to seek Council approval for the Mayor and Clerk to execute the COMRIF funding agreement for the Asset Management Allocation and any Green Municipal Fund funding agreements that may be received during Summer Hiatus.

Background - Analysis and Options

On December 6, 2006 the Canada-Ontario Municipal Infrastructure Program announced that all municipalities eligible to apply for COMRIF would be given a notional allocation to assist them with developing Asset Management Programs. The allocation was calculated using a minimum base amount plus a per capital allocation. In order to receive the funding allocation, an Expression of Interest was required which was submitted before the deadline of March 31st, 2007. COMRIF has recently indicated that our funding agreement is being prepared and will be forwarded to us in the near future.

The Federation of Canadian Municipalities (FCM) Green Municipal Fund (GMF) provides grants and low interest loans to municipal governments and their partners to develop communities that are more environmentally, socially and economically sustainable. The City of Vaughan is involved in the application process for a number of GMF projects such as Greening Vaughan, By-Law Smart Cars and the Pedestrian & Bicycle Master Plan.

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As there is a possibility that these approvals and agreements may be received during Summer Hiatus it would be appropriate to authorize the Mayor and Clerk to execute these agreements at this time. We have signed and executed similar agreements in the past and they are generally in a standard format.

Relationship to Vaughan Vision 2007

Vaughan Vision 2.3.2 – Evaluate/increase grants and subsidies from external agencies.

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

Regional Implications

No implications.

Conclusion

As there is a possibility these funding agreements may be received during Summer Hiatus, it would be appropriate to authorize the Mayor and Clerk to execute them when they are received provided that the agreement is in a format acceptable to the City Solicitor. We have signed and executed similar agreements in the past and they are generally in a standard format.

Attachments

None

Report prepared by:

Marjorie Johnson, CGA
Manager of Capital, Ext. 8984

CITY OF VAUGHAN

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Item 81, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By receiving the written submission from Mr. Peter J. Weston, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan L4K 5K8, dated June 18, 2007.

**81 JANE STREET CORRIDOR (SOUTH OF RUTHERFORD ROAD)
RESIDENTIAL POTENTIAL
LAND USE REVIEW**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, be approved, subject to adding the phrase “and that such review be considered as a priority as per other centres identified in the May 7, 2007, Council direction” at the end of Clause 3); and**
- 2) That the following deputations be received:**
 - a) Mr. James Kennedy, KLM Planning Partners Inc., 64 Jardin Drive, Unit 1B, Concord, L4K 3P3, on behalf of Tesmar Developments Inc.;**
 - b) Mr. Steven Zakem, Aird & Berlis LLP, 181 Bay Street, Box 754, Suite 1800, Toronto, M5J 2T9, on behalf of MI Developments Inc.;**
 - c) Mr. Barry Horosko, Bratty and Partners, on behalf of the Delisle property owners;**
 - d) Mr. Peter Weston, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Vaughan, L4K 5K8, on behalf of the Mammone property owners; and**
 - e) Mr. Paul Lowes, Sorensen Gravely Lowes, on behalf of the Casertano property owners.**

Recommendation

The Commissioner of Planning recommends:

- 1) That the report titled “Jane Street Corridor (South of Rutherford Road) Residential Potential Land Use Review” be received;**
- 2) That the employment designations on the east side of Jane Street as found in OPA 450 be retained;**
- 3) That this Review Area be studied in a comprehensive study within the “Vaughan Centre Update” study, in keeping with Council’s May 7, 2007 direction that the Vaughan Centre Planning Area be the subject of a focused study under the comprehensive Official Plan Review;**
- 4) That development applications for residential uses within the Review Area be, therefore, considered premature pending the completion of the Vaughan Centre Update study and plan.**

Note: Attachment 1 contains an Executive Summary of the “Jane Street Corridor (South of Rutherford Road) Residential Potential Land Use Review” report.

Economic Impact

Partial funds for the preparation of a comprehensive Official Plan for the City of Vaughan, including a focused study of the Vaughan Centre Plan have been included as part of the 2007 Policy Planning Department Capital Budget. If approved by Council, there will be no additional costs required to carry out this study.

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Communications Plan

The communication plan will be determined as part of the preparation of the Terms of Reference for the focused area study of the Vaughan Centre Plan under the Comprehensive Official Plan for the City of Vaughan.

Purpose

The purpose of this report is to provide Council with the results of the Jane Street Corridor (south of Rutherford Road) Residential Land Use Review and to make recommendations for the Review Area based upon a review of its planning alternatives and upon the planning policies for the Area. An Executive Summary is provided at the front of the attached report for the convenience of readers.

Background - Analysis and Options

At the September 18, Committee of the Whole Meeting, File OP.05.020 (Tesmar Holdings Inc) was presented to Council for consideration. Arising from this Development Planning Department report Council directed:

“The Planning Department, with input from the Engineering Department with respect to issues such as traffic impact and servicing as well as any other City Department or external agency as may be required; to conduct a Land Use Review for the Jane Street Corridor area, south of Rutherford Road, with respect to the potential for residential development.”

Based on Council's direction, the Policy Planning Department defined the scope of work and matters to be addressed for this in-house Review. In keeping with Council's direction the final Review report contains a discussion of existing planning policies for the Review Area, presents a range of possible high density residential land use options, summarizes the pros and cons for each, and provides a discussion of the planning considerations leading to recommendations on the preferred action by the City for this area.

Analysis

The existing land use planning policy regime in place for the Review Area includes the Provincial “Places to Grow” Plan, the Provincial Policy Statement (PPS), the Region of York Official Plan, and City of Vaughan OPAs 450 and 600. The Jane Street Corridor (south of Rutherford Road) Residential Potential Land Use Review (“the Review”) considers the overall policy context as the fundamental starting point for understanding the implications of the change of Official Plan land use designations in the Review Area.

In consideration of the wide range of positive and negative implications of high density residential development within the Review Area, and being mindful of the requirements of good planning, the Review concludes that the significant planning issues associated with the Area will need to be resolved as part of a comprehensive planning study. Issues include the availability of services, traffic impacts, community services, schools, parkland, urban design and land use compatibility.

This is of particular significance in light of the City of Vaughan embarking upon a comprehensive Official Plan review that has, as one of its constituent parts, a focused area study of the Vaughan Centre Plan (Council direction on the new Official Plan, May 7, 2007). This focused area study will be expedited at the beginning of the Official Plan study process.

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This is also of significance in light of recent development applications for properties within the Review Area. In this regard, the Review could only document the specific characteristics of the applications for each property but not put forward a comprehensive plan for the area as a whole.

Consultation

In addition to reviewing planning policies, various City and external agencies were requested to comment on the potential for residential development in the area. These included Engineering, Legal, Economic Development and Community Services Departments and the Toronto and Region Conservation Authority, York Region and the Ministry of the Environment. Both the York Region District Region Catholic School Board and York Region District Region School Board were contacted to provide comments.

As there are only four properties subject to this review, the Policy Planning Department contacted and met with each property owner and/or their representatives to discuss their interests as an integral part of the Review. In addition, adjacent land owners were contacted, including the owners of Vaughan Mills Mall and all of the neighbouring industrial uses on the east side of Jane Street.

A public consultation open house was widely advertised and held on April 24, 2007, to obtain input from all interested land owners in the surrounding area. Approximately 25 people attended.

Relationship to Vaughan Vision 2007

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

Regional Implications

As both Jane Street and Rutherford Road are Regional Roads, potential future changes to traffic volumes and access points will need to be evaluated by the Region. Additionally, York Region is currently reviewing its planning policies for compliance with Ontario's "Places to Grow" growth plan. The Region's policies with respect to employment lands will be evaluated in its review.

Conclusion

The report, "Jane Street Corridor (south of Rutherford Road) Residential Land Use Review" addresses Council's request to "conduct a Land Use Review for the Jane Street Corridor area, south of Rutherford Road, with respect to the potential for residential development." The Report considered existing land use planning policies, existing infrastructure and owner aspirations. These topics and related matters have been addressed in the Review process. The report puts forward recommendations for the consideration of Council.

Attachments

Attachment 1 – Jane Street Corridor (south of Rutherford Road) Residential Potential Land Use Review

Report prepared by:

Aaron Hershoff, Planner 1, ext 8320

Wayne McEachern, Manager of Policy Planning, ext 8026

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

CITY OF VAUGHAN

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Item 82, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

82

AUTUMN HILL BOULEVARD –TRAFFIC CALMING

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco, dated June 18, 2007, subject to replacing “July” with “September” in Clause 2 of the recommendation.

Recommendation

Councillor Sandra Yeung Racco recommends:

1. That staff be directed to review the need for and feasibility of traffic calming measures for Autumn Hill Boulevard;
2. That staff and the Local Councillor meet with the community in July 2007 to discuss a traffic calming plan and to form a traffic calming committee; and
3. That staff report to a future Committee of the Whole following the community meeting.

Economic Impact

N/A.

Purpose

To alleviate speeding issues along Autumn Hill Boulevard.

Background - Analysis and Options

Autumn Hill Boulevard is a collector road that extends between Dufferin Street and Bathurst Street in the Thornhill Woods subdivision, with a statutory speed limit of 40 kilometres per hour.

At a recent community meeting, numerous residents requested that traffic calming measures be investigated for the roadway. The residents have also indicated that due to speeding traffic, several motor vehicle collisions have occurred on Autumn Hill Boulevard, adding to the safety concerns of the community.

Additionally, Autumn Hill Boulevard has become a throughfare roadway, as a high volume of traffic utilizes this roadway as an access road between Dufferin Street and Bathurst Street, especially during peak traffic times. The volume of throughfare traffic does add to the speeding issues of the roadway, creating a safety concern for the residents of the community.

The residents expressed a sense of urgency in forming the traffic calming committee, as they would like the committee to use the summer months to meet and form a traffic calming plan that could come back to the community and to Council in the Fall.

Relationship to Vaughan Vision 2007

A-2 Promote Community Safety, Health & Wellness

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

Conclusion

It is recommended that staff be directed to investigate the necessity and feasibility of traffic calming measures for the entirety of Autumn Hill Boulevard in order to address the ongoing concerns over speeding along the roadway. It is also recommended that a community meeting be held to discuss a traffic calming plan and to form a traffic calming committee.

Attachments

N/A

Report prepared by:

Cindy Furfaro-Benning, Council Executive Assistant

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Item 83, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

83

BATHURST AND CENTRE STREET – THORNHILL TOWN CENTRE

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Councillor Shefman, dated June 18, 2007:

Recommendation

Councillor Shefman recommends that:

Whereas the intersection of Bathurst and Centre Street is currently the responsibility of York Region, and

Whereas this intersection is increasingly stressed by the increased traffic flow in all directions; and,

Whereas the Thornhill Town Centre residential developments shortly going to be completed, increasing substantially the impact on this intersection; and,

Whereas a major commercial development, including a large Wal-Mart store will be completed and opened in the mid to late fall of 2007; and,

Whereas Centre Street from Bathurst east to Atkinson, is the responsibility of York Region; and,

Whereas Centre Street, as seen from the intersection appears to be a four lane arterial road from Bathurst to Yonge Street, but in fact is only four lanes to Atkinson and,

Whereas Centre Street from Atkinson, east to Yonge is a two lane local road feeding into residential areas and the Thornhill Historic District;

1. That the City of Vaughan immediately request York Region to conduct a detailed traffic study at the intersection with the purpose of directing inflow traffic away from the residential areas to the east of Bathurst, off of Centre Street;
2. That this study be completed by October of 2007;
3. That in the interim, until the traffic study is completed, that a dual left turn lane be implemented going east from Centre at Bathurst, in order to provide easier access for traffic to continue north to either the 407 or Highway 7;
4. That in the interim, until the traffic study is completed, that a temporary narrowing of Centre Street, from Bathurst to Atkinson be erected in order to dissuade drivers from using Centre Street as a route to travel from Bathurst to Yonge;
5. That appropriate signage – “local traffic only,” “no heavy trucks,” etc be posted to further dissuade non-local traffic from infiltrating the residential neighbourhood
6. That the interim measures be put in place prior to the opening of the commercial centre, scheduled for the fall of 2007.

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Purpose

1. To address current and impending traffic infiltration problems in the residential areas east of the intersection of Bathurst and Centre Street.
2. To protect the Thornhill District
3. To provide an improved traffic flow at the intersection of Bathurst and Centre Street

Background- Analysis and Options

1. In 1977 The City of Vaughan designated the block to the northwest of the intersection of Bathurst and Centre as the Thornhill Town Centre. This block was zoned to allow high density and commercial development. The site plan defining the high density was approved in 2004
2. Currently, that development is well on its way to completion, with numerous high density residential buildings completed and being built and the commercial development scheduled to open in the fall of 2007.
3. At the same time, it would seem that little has been done to respond to the impact of the increasing traffic through the intersection of Bathurst and Centre.
4. This intersection is especially vulnerable as, east of Bathurst, it appears that Centre Street continues as a four lane arterial road, rather than diminishing to a two lane local road east of Atkinson.
5. Residents in the residential areas to the south and north of Centre are currently very concerned by the constantly increased traffic on Centre Street and traffic infiltrating through their neighbourhoods. They have complained especially of noise and pollution emanating from this traffic.

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.

Economic Impact

None

Regional Impact

As these roads are under the jurisdiction of the Region these recommendation will need to be implemented at that level

Communications Plan

This recommendation and the resultant action should be communicated to the residents of the area

Conclusion

That the City of Vaughan bring this recommendation to the attention of the Region with some urgency to address these issues as soon as possible.

Attachments

None.

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Report prepared by:

Debi Traub, Council Executive Assistant

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Item 84, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

84

TESTON ROAD LINK, KEELE STREET TO DUFFERIN STREET YORK REGION 10 YEAR CAPITAL ROADS PROGRAM

The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri and Councillor Meffe, dated June 18, 2007:

Recommendation

Regional Councillor Mario Ferri and Local Councillor Peter Meffe recommends:

1. That the Region of York be requested to include the Teston Road link between Keele Street and Dufferin Street as a priority project in the Region's 10 Year Capital Roads Program; and
2. That a copy of this report be forwarded to the Region of York.

Economic Impact

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

Communications Plan

N/A

Purpose

To request the Region of York to include the Teston Road link between Keele Street and Dufferin Street as a priority project in the Region's 10 Year Capital Roads Program.

Background – Analysis and Options

Approximately 5 years ago, the Region of York proceeded to undertake a Class Environmental Assessment (EA) for Teston Road between Pine Valley Drive and Bathurst Street. The EA was completed in February of 2003. It was identified that Teston Road is a key east-west arterial road with capacity deficiencies for future traffic and is discontinuous as a direct connection between Keele Street and Dufferin Street. However, due to significant financial and environmental concerns the 'Do Nothing' option was the preferable option for the Teston Road link from Keele Street to Dufferin Street. It was further concluded that an Individual Environmental Assessment would be required to support any future construction of this portion of Teston Road in order to ensure that all alternatives are not limited. From a transportation planning perspective, completion of this link is an important undertaking.

The Teston Road interchange with Highway 400 is currently under construction and the City's urban boundaries will be evaluated and expanded to the City limits under the City's on-going Growth Management Strategy and Official Plan Review. As well, there has been considerable advancement of development activity in the vicinity of Teston Road (Blocks 33 and 12) over the past few years.

Teston Road is currently within the City's ownership between Keele Street and Bathurst Street. However, it is anticipated that Teston Road will be a significant arterial road in the near future connecting to Elgin Mills Road east of Bathurst Street through Richmond Hill. It is therefore recommended that this portion of Teston Road (between Keele Street and Dufferin Street) be re-evaluated under an Individual Environmental Assessment Study by the Region of York and be included as a priority project in the Region's 10 Year Capital Roads Program.

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Relationship to Vaughan Vision 2007

In consideration of the strategic priorities established by Vaughan Vision 2007, the recommendations of this report will assist in ensuring:

- Effective and efficient delivery of services;
- The implementation of OPA 600;
- Effective political leadership; and
- Stronger relationships with other government authorities and agencies.

Regional Implications

Modifications to York Region's 10 Year Capital Roads Program may be realized as a result of on-going transportation related issues surrounding the Teston Road link between Keele Street and Dufferin Street within the City of Vaughan.

Conclusion

Teston Road will be a key east-west arterial road across the Region; however, it is discontinuous as a direct connection between Keele Street and Dufferin Street currently does not exist. Ongoing and future development activity both south and north of Teston Road will continually add to the traffic concerns associated with Teston Road. It is therefore, recommended that the Region of York be requested to re-initiate the appropriate EA Study in order to address the Teston Road link between Keele Street and Dufferin Street and to include this as a priority project in the Region's 10 Year Capital Roads Program.

Attachments

1. Location Map

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

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Item 85, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By receiving the memorandum from the City Clerk, dated June 22, 2007.

**85 APPOINTMENT OF MEMBERS OF PANEL 1 OF THE TASK FORCE ON
 DEMOCRATIC PARTICIPATION AND RENEWAL**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Co-Chairs of Panel 1 of the Task Force on Democratic Participation and Renewal, dated June 18, 2007, be approved; and**
- 2) The matter with respect to Panel 2 of the Task Force be referred to the Youth Cabinet for a report to a future meeting.**

Recommendation

Councillor Tony Carella and Mr. Steven Del Duca, Co-Chairs of Panel 1 of the Task Force on Democratic Participation and Renewal, recommend:

1. That the following applicants be appointed to Panel 1 of the Task Force:

Steven Adler	Susan Boran
David Bingham	Elizabeth Bottos
Tony Genco	Nona Cohen
Joe Grando	Gail Copeland
Steven Laise	Mary Dominelli
Basat Khalifa	Donna Giustizia
Richard Leong	Loreta Pavese
Joe Pittari	Mary Ruffolo
David Sieger	Deborah Schulte
Elliot Silverstein	Maria Tarantini

2. That Ward 5 Councillor Alan Shefman be appointed the Council Liaison Officer in respect of Panel 1, as provided in the *Terms of Reference* of the Task Force; and
3. That subject to the approval of the City Manager, Sybil Fernandes, Deputy City Clerk, be appointed the Staff Liaison Officer in respect of Panel 1, as provided in the *Terms of Reference* of the Task Force; and
4. That the Panel be empowered to appoint substitutes from the existing pool of twenty-two additional applicants should any of those appointed by virtue of this recommendation resign from the Panel once appointed, or otherwise be declared by the Panel to have effectively resigned due to failure to attend more than three consecutive meetings without prior notice to the Panel, and its subsequent receipt and approval of the reasons for such failure to attend.

Economic Impact

Nil

Purpose

To establish the membership of Panel 1 of the Task Force on Democratic Participation and Renewal, and to approve a process for filling any future vacancies.

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Communication Plan

Those appointed will be so informed by a letter from the co-chairs. A media release will be composed by the co-chairs and issued by the Corporate Communications Department. Those not appointed will be so informed by letter from the co-chairs. As well they will be (1) invited to make independent submissions to the Panel at a future date, and (2) informed that their application will be re-considered should any member of the Panel resign or otherwise create a vacancy.

Background – Analysis and Options

The *Terms of Reference* for Panel 1 require that there be equal representation of males and females on the panel, that panelists be drawn from across Vaughan and be reasonably representative of the diversity within of our municipality.

Forty-three applications were received from individuals interested in serving on Panel 1 of the Task Force: ten from Ward 1, ten from Ward 2, twelve from Ward 3, five from Ward 4, and six from Ward 5. All wards are represented among the complement of recommended appointees, in approximate proportion to the number of applicants from each ward; that is, four from Ward 1, five from Ward 2, six from Ward 3, two from Ward 4, and three from Ward 5.

The Panel will convene for the first time in September, and is required to complete its mandate within two years; that is, by September 2009, to permit Council time to respond to any final recommendations of the Panel prior to the start of the 2010 municipal campaign period, which begins January 1, 2010.

To ensure that the copious workload that the Panel will be undertaking over that period is addressed by the full complement of twenty members (plus the co-chairs), it is important that the membership be at full strength at all times.

To this end, it is recommended that the Panel be permitted to appoint substitute members in the event of a vacancy due to resignation or other reasons, such substitutes to be drawn from the balance of applicants not nominated at this time, but whose applications remain filed with the Clerk's Department.

Regional Implications

Nil

Relationship to Vaughan Vision 2007 T

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

Attachments

None

Report prepared by:

Councillor Tony Carella and Steven Del Duca

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 86, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By receiving the written submission from Mr. and Mrs. Findlay, dated June 18, 2007.

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**OFFICIAL PLAN AMENDMENT FILE OP.06.008
ZONING BY-LAW AMENDMENT FILE Z.06.022
1463291 ONTARIO INC., C/O DUNPAR HOMES
REPORT #P.2006.62**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.008 (1463291 Ontario Inc., c/o Dunpar Homes) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan), to redesignate the subject lands shown on Attachment #2 from "Low Density Residential" to "Medium Density Residential" (tableland) and "Open Space" (buffer), and that the implementing Official Plan Amendment include the following development policies:
 - a) permit a maximum net density of 55 units per hectare (116 residential townhouse units);
 - b) that the necessary studies (ie. noise, traffic, environmental, etc) be submitted, if required, in support of a draft plan of subdivision and/or site plan application;
 - c) that the Owner be required to dedicate the valley lands and the associated ecological buffer (Block 2) as shown on Attachment #3 to the Toronto and Region Conservation Authority, and that said lands shall be included in the calculation of permitted development density; and,
 - d) that a 10 m wide ecological buffer area be included within the 18 m stable slope limit taken from the natural top-of-bank.
2. THAT Zoning By-Law Amendment File Z.06.022 (1463291 Ontario Inc., c/o Dunpar Homes) BE APPROVED, and that By-law 1-88 be amended to rezone the subject lands shown on Attachment #2 from R1 Residential Zone to RM2(H) Multiple Residential Zone with addition of the Holding Symbol "(H)" (tableland), and OS1 Open Space Conservation Zone (buffer), together with the following site-specific zoning exceptions to facilitate the development of 116 residential townhouse units, located on a common element road with lot frontages ranging from 4.26 m to 4.9 m per unit:
 - i) permit a minimum lot area of 16,917 m² (not including Block 2 and road widening), whereas 26,680 m² is required;
 - ii) permit a maximum of 116 units on the subject lands;
 - iii) permit a minimum front yard setback of 2.1 m, whereas 4.5 m is required;
 - iv) permit a minimum rear yard setback to the dwelling and to a deck of 2.0m and 0 m, respectively, abutting an OS1 Open Space Conservation Zone, whereas 4.5 m and 2.7 m are required, respectively;

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- v) permit a maximum building height of 12.4 m, whereas 11 m is currently permitted;
- vi) permit a minimum amenity area of 5,839 m², whereas a minimum of 10,400 m² is required;
- vii) permit a minimum 1.5 m wide strip of land around the periphery of an outdoor parking area; whereas 3.0 m is required;
- viii) permit a minimum setback to a garage of 6 m for all units with front loaded garages and 0 m for rear yard garages, whereas 6.4 m is required;
- ix) permit 23 visitor parking spaces, whereas 29 visitor spaces are required;
- x) permit one handicapped space, whereas 3 spaces are required;
- xi) permit any other exceptions required to facilitate the final site plan; and
- xii) that the Holding Symbol "(H)" shall not be removed from the subject lands until a Site Development Application for the proposed development is approved by Council; and servicing capacity has been identified and allocated for the development by the City."

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 to facilitate the development of a 116 unit residential townhouse development, on a common element condominium road, with lot frontages ranging between 4.20 m to 4.9 m, as shown on Attachment #2:

1. An Official Plan Amendment Application (File OP.06.008) to amend the Official Plan, specifically OPA #240 (Woodbridge Community Plan) to redesignate the subject lands shown on Attachment #2 from "Low Density Residential" to Medium Density Residential" (tableland) and "Open Space" (buffer) with site-specific development policies to facilitate the proposed development.
2. A Zoning By-law Amendment Application (File Z.06.022) to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachment #2 from R1 Residential Zone to RM2(H) Multiple Residential Zone with the addition of the Holding Symbol "(H)" (tableland), and OS1 Open Space Conservation Zone (buffer) as shown on Attachment #3, together with site-specific zoning exceptions to facilitate the proposed development.

Background - Analysis and Options

The subject lands shown on Attachment #1 represent an assembly of 2 properties (8299 and 8355 Kipling Avenue) into one 2.18 ha parcel. The subject lands are located on the east side of Kipling Avenue, south of Langstaff Road, in Lots 9 and 10, Concession 7, City of Vaughan.

The subject lands are irregular in shape and relatively flat with heavily vegetated croppings comprised of trees and shrubbery scattered throughout the property. Mature trees and a significant tree stand are located along the eastern property line abutting the Board of Trade Golf Course. There are two structures and a tennis court located on the parcel, which are to be demolished to facilitate the proposed development.

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The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan), and subject to Section 3.4(a), "Residential Specific Policies", which permit lots for single detached residential units abutting the Board of Trade Golf Course. The lands are zoned R1 Residential Zone by By-law 1-88. The surrounding land uses are:

- North - Board of Trade Golf Course (OS1 Open Space Conservation Zone and OS2 Open Space Park Zone)
- South- existing single detached dwellings (R1 Residential Zone), approved single detached (R3 Residential Zone) and approved semi-detached dwellings (R5(H) Residential Zone with Holding Symbol "(H)")
- East - Board of Trade Golf Course (OS1 Open Space Conservation Zone and OS2 Open Space Park Zone)
- West - Kipling Avenue; existing townhouse and detached residential dwellings (RM1 Multiple Residential Zone and R3 Residential Zone, respectively)

Public Hearing

On August 25, 2006, a Notice of Public Hearing was mailed to all property owners within 120 m of the subject lands, and to the Kipling Avenue Ratepayers Association and West Woodbridge Homeowners Association. At the Public Hearing on September 18, 2006, Council considered the applications to amend the Official Plan and Zoning By-law, and for Draft Plan of Subdivision (related File 19T-06V03) approval. At the meeting several residents spoke in opposition to the proposed development expressing concerns with the proposed intensification, built form, traffic and consideration of the applications prior to the completion of the Kipling Avenue Corridor Study. In addition, a petition in support of the proposed development with 7 names on it was submitted to the City on September 26, 2006. The petition expressed support for the proposed development and its consideration prior to the completion of the Kipling Avenue Corridor Study. The recommendation of the Committee of the Whole, to receive the Public Hearing report and to forward a technical report to future Committee meeting, was ratified by Council on September 25, 2006.

Land Use Status

Provincial Policy Statement (PPS 2005)

The Provincial Policy Statement (PPS) sets out overall directions on matters of provincial interest related to land use planning and development, and includes policies that encourage new growth to urban areas. The PPS promotes efficient, cost effective development and land use patterns that are based on densities which:

- i) efficiently use land, resources, infrastructure and public service facilities;
- ii) avoid the need for unnecessary and/or uneconomical expansion of infrastructure; and
- iii) support the use of public transit in areas where it exists or is to be developed.

The PPS promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents, by ensuring all forms of residential intensification in parts of built-up areas have sufficient infrastructure to create a potential supply of new housing units. The proposal meets the intent of the Provincial Policy Statement.

Provincial Growth Plan - Places to Grow

The Province approved the Places to Grow Plan in 2006, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. "Places to Grow" promotes increasing intensification of the existing built-up areas, with

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a focus on urban growth centres, intensification corridors and major transit station. Concentrating intensification in these areas provides for a focus for transit and infrastructure investment to support growth and for building compact, transit-supportive communities in greenfields. "Places to Grow" requires that by 2015, a minimum of 40% of all residential development is to occur within the defined built-up area.

The subject lands fall within the Woodbridge Community Plan (OPA #240) and within the Kipling Avenue Corridor Plan (OPA #356) and are located just outside the boundary of the Woodbridge Core Area located further south. The Kipling Avenue Corridor in the general vicinity of the subject lands has been subject to approvals of higher density development applications and inquiries for redevelopment, which has resulted in the need to review the appropriate land uses for this corridor. The Kipling Avenue Corridor Study, which has commenced, and is being undertaken by the City's Policy Planning Department, will examine the current land use context and planning policies and recommend the appropriate land use and policies to direct future development in the corridor.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit higher density residential uses on the subject lands are consistent with the Provincial Places to Grow document by directing growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth, and by promoting transit-supportive densities.

Regional Official Plan

The Region of York Official Plan (YROP) identifies Vaughan and specifically the subject lands, as an "Urban Area". The objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with these Regional Official Plan policies.

The Regional Municipality of York has reviewed the proposed amendment to permit the proposed townhouse development and consider it to be consistent with and supportive of the Regional Official Plan policies that promote a wider range of housing choices for residential intensification and compact urban forms.

Based on the above, the Region of York has advised that Official Plan Amendment Application is considered to be a routine matter of local significance and has exempted final approval of the implementing Amendment, if approved by Vaughan Council, from approval by Regional Planning Committee and Council.

Vaughan Official Plan

OPA #240 (Woodbridge Community Plan) as amended, designates the subject lands "Low Density Residential", subject to Section 3.4(a) "Residential Specific Policies", which permits only large single detached residential lots abutting the golf course with a minimum of 930 m² in area. The Owner has applied to amend the Official Plan to redesignate the subject lands to "Medium Density Residential" (tableland) to facilitate the development of 116 townhouse units. The valley lands will be redesignated to "Open Space" and conveyed to the Toronto and Region Conservation Authority.

A general goal of OPA #240 is to create a distinct residential community of scale and character that relates well to the existing village quality of Woodbridge, and possess a strong sense of community identity. With respect to housing, OPA #240 provides for a predominantly low density community with some higher densities to accommodate senior citizens and other family housing needs. The Official Plan also states the following, with respect to densities:

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“All medium and high density residential development shall be subject to site plan control which will ensure, among other things that adequate on-site parking, amenity area, setback, landscaping, parking and internal road widths are provided.”

If approved, the proposed residential development will be subject to site plan approval.

Density

The subject lands are located within Neighbourhood 1 of the Woodbridge Community Plan, which permits a maximum density of 35 units per hectare, thereby yielding 75 units (2.14 ha @ 35 uph) on the subject lands.

The site has a lot area of 2.14 ha (to include open space buffer lands, but not the road widening), and proposes 116 residential units on the lands. The net residential density proposed for the subject lands is 55 units per hectare (uph) (116 residential units/2.14 ha = 55 uph).

Kipling Avenue Corridor Study

Lands within the Kipling Avenue Corridor have been subject to approvals for higher density development applications and inquiries for redevelopment, which has resulted in the need to review the appropriate land uses for this corridor. On September 11, 2006, Council approved a Terms of Reference for the preparation of a land use study for the Kipling Avenue Corridor, which includes the subject lands as shown on Attachment #8. The Official Plan and Zoning Amendment applications that are required to facilitate the proposed development were submitted prior to Council approving the Terms of Reference for the study, and therefore, are proceeding in advance of the study.

Zoning

The subject lands are zoned R1 Residential Zone by By-law 1-88, which permits only single detached dwellings on minimum 18 m frontage lots. An amendment to the Zoning By-law is required to rezone the subject lands to RM2(H) Multiple Residential Zone with the addition of the Holding Symbol (H), and OS1 Open Space Conservation Zone (open space buffer) as shown on Attachment #3 and with site specific zoning exceptions to facilitate the proposed residential townhouse development. Based on the site plan submitted in support of the applications, the following exceptions to the RM2 Multiple Residential Zone standards are required:

- i) permit a minimum lot area of 16,917 m² (not including Block 2 and road widening), whereas 26,680 m² is required;
- ii) permit a maximum of 116 units on the subject lands;
- iii) permit a minimum front yard setback of 2.1 m, whereas 4.5 m is required;
- iv) permit a minimum rear yard setback to the dwelling and to a deck of 2.0m and 0m, respectively, abutting an OS1 Open Space Conservation Zone, whereas 4.5 m and 2.7 m are required, respectively;
- v) permit a maximum building height of 12.4 m, whereas 11 m is permitted;
- vi) permit a minimum amenity area of 5,839 m², whereas a minimum of 10,400 m² is required;
- vii) permit a minimum 1.5 m wide strip of land around the periphery of an outdoor parking area; whereas 3.0 m is required;
- viii) permit a minimum setback to a garage of 6 m for all units with front loaded garages and 0 m for rear yard garages, whereas 6.4 m is required;
- ix) permit 23 visitor parking spaces, whereas 29 visitor spaces are required;
- x) permit one handicapped space, whereas 3 spaces are required; and
- xi) permit any other exceptions required to facilitate the final site plan.

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The Development Planning Department is satisfied that the above-noted exceptions are appropriate to facilitate an urban-oriented townhouse development as proposed.

Although the amenity area requirements of By-law 1-88 are not met, the common centrally located open space amenity area as shown on Attachment #2 is provided for use by the residents of the development.

Servicing capacity is currently unavailable to for the proposed development. Accordingly, it is recommended that the lands be zoned with the Holding Symbol "(H)" provision which shall remain on the lands until such time as water and sanitary servicing capacity has been identified and allocated by the City for this development. In addition, prior to the removal of the Holding Symbol "(H)", a Site Development Application must be approved.

Planning Considerations

Land Use Compatibility

The subject lands are located within an area that is in transition, which is reinforced by development applications and inquiries respecting redevelopment in the Kipling Avenue corridor. The general area consists of older single detached homes, townhouses, and industrial uses located adjacent to the CP Rail line, including Woodbridge Foam and Woodbridge Lumber. Newer subdivisions consisting of single detached homes are located to the northwest of the subject lands, while conservation land and the Board of Trade Golf Course abut the north and eastern lot lines. Directly across the street are older townhomes accessed by a rear laneway.

From a land use perspective, the proposed residential townhouse uses are compatible with the primarily residential and open space uses which surround the subject lands. With respect to built form, the subject lands directly abut existing residential uses only to the south, open space to the north and east, and Kipling Avenue and townhouses to the west. The townhouses to the west demonstrate that this building form can be integrated into the community. The site plan indicates that the minimum rear yard for southerly Blocks "A" and "B" as shown on Attachment #2 is 7.0 m, which is a sufficient separation distance to the existing residential buildings to the south. However, it is suggested that the side yard setback from Kipling Avenue for the most northerly unit in Block "A" be increased to a minimum of 6.0 m, whereas 4.3 m is provided, in order to provide a greater separation of the rear amenity area of the end unit from Kipling Avenue for noise attenuation reasons, and to provide an additional landscape buffer. In addition, it is suggested that the setback from Block "P" (as shown on Attachment #2) abutting the existing southerly residential lots be increased to 4.5 m, from the proposed 1.5 m, in order to provide a greater distance separation from the residential dwellings to the south. These two matters will be reviewed in greater detail when a formal site plan application is submitted.

The built form proposed with a maximum height of 3-storeys is compatible with the surrounding development, and there are many examples of development throughout the City and GTA demonstrating that townhouse development can successfully be integrated into existing and new communities adjacent to detached residential development. As noted above, Provincial and Regional policies encourage intensification and direct it to existing built-up areas. The proposed development is consistent with these policies. The Development Planning Department is satisfied that the proposed uses can be developed in a manner that is compatible with the surrounding land uses, provided the appropriate development standards are implemented through the zoning by-law, and screening and buffering is provided, which will be reviewed at the site plan approval stage.

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Proposed Draft Plan of Subdivision

The Owner has submitted a draft plan of subdivision (File 19T-06V03) as shown on Attachment #3, which proposes 3 separate blocks. Block 1 will accommodate the lands for the residential townhouses, common element roads and parking areas. Block 2 will be dedicated to the Toronto and Region Conservation Authority as an open space buffer block and will be redesignated and rezoned in manner that will prevent this from being developed for any other purposes. Block 3 is a road widening and will be dedicated to the City of Vaughan. The draft plan of subdivision is currently under review and will be brought forward to a future Committee of the Whole meeting for consideration.

The Owner will be required to submit an Edge Management Report and Plan for the Buffer Block, Master Architectural and Landscape Plans, existing tree preservation plans, lighting plans and a site servicing plan incorporation grading, prior to draft plan of subdivision approval.

Preliminary Site Plan

The Owner has submitted a preliminary site plan as shown on Attachment #2. The plan proposes 116 residential townhouse units distributed over 16 residential blocks. The proposed townhouse units have lot frontages ranging from approximately 4.2 m to 4.9 m in width, all accessed by either a common element road or a laneway. The interior of the site is designed with the more urban oriented 4.2 m frontage lots with rear laneway access and overhead amenity patio area. The periphery of the site includes the 4.9 m frontage lots with units having a front door and driveway located in the front yard and with the amenity area in the rear yard. The proposed typical building elevations are shown on Attachments #4 to #7 inclusive. The end units located at the north and south limits of the site that flank onto Kipling Avenue should consider providing a façade that faces Kipling Avenue to reflect a main elevation treatment.

The proposed site plan shows residential blocks comprised of up to 10 units, whereas the City of Vaughan Design Standards Review undertaken in July 2002 recommends a maximum of 6 units per block. The redesign of the larger blocks may be necessary to reduce the number of units at the site plan stage.

The site is accessed by a crescent road that provides two access points onto Kipling Avenue and to several rear laneways, all of which are common elements to the residential units. A parking area dedicated for visitor parking is proposed primarily in two locations, being at the east limit of the amenity area and parallel along the north side of the first street leading into the site from the southerly driveway as shown on Attachment #2. An amenity area is centrally located on the subject lands.

The Development Planning Department is generally satisfied with the preliminary site plan design, however certain design issues as discussed earlier, will need to be reviewed in more detail at the site plan stage.

Buffer Block

The applicant proposes to dedicate a buffer block (Block 2) as shown on Attachment #3 to the Toronto and Region and Conservation Authority.

The 4,470.43 m² buffer block located along the north and easterly lot lines will be used solely for a naturalized open space area, and separated from the development by a chain link fence. The 18 m stable slope is taken from the natural/physical top of bank and includes a 10 m ecological buffer area.

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The Buffer Block will be dedicated through the approval of the related Draft Plan of Subdivision File 19T-06V03.

Parkland Dedication

Cash-in-lieu of parkland dedication in accordance with the Planning Act and City Policy will be required through the draft plan of subdivision process.

Parking

The preliminary site plan shown as Attachment #2 proposes 255 parking spaces, of which 232 spaces are for the residents (2 spaces/unit) and 23 spaces are reserved for visitor parking. By-law 1-88 requires a minimum amount of parking for the site as follows:

Townhouse:	116 unitsx1.5 spaces/unit	= 174 spaces
Visitors:	<u>116 unitsx.25 spaces/unit</u>	<u>= 29 spaces</u>
	Total Parking Required	= 203 spaces
	Total Parking Provided	= 255 spaces

The proposal exceeds the minimum total required number of parking spaces of By-law 1-88, however, the preliminary site plan includes only 23 visitor parking spaces, whereas 29 visitor spaces are required. However, given that there will be 52 additional parking spaces on the overall site, the deficiency of visitor parking spaces is considered acceptable. Through the site development process, opportunities for additional visitor parking spaces will be reviewed.

Engineering

i) Servicing

Water and sanitary sewer servicing capacity is not available to service this proposal and must be identified and allocated by Council. If approved, the lands will be zoned with the Holding Symbol (H), which will be lifted upon confirmation that adequate water supply and sewage treatment capacity are available to accommodate the proposed development and have been allocated by Council. A Functional Servicing Report must be submitted for review and approval in support of the subdivision/site plan applications.

ii) Environmental

The City Engineering Department has reviewed the third submission of the Phase 1 Environmental Site Assessment report for the subject lands prepared by Water and Earth Science Associates Ltd. (WESA) and was found to be acceptable to the City.

However, prior to the approval of any site plan and/or draft plan of subdivision and prior to building permit application, a qualified environmental consultant must certify that the septic systems are appropriately decommissioned and the above-ground and underground storage tanks are properly removed and disposed off site.

Toronto and Region Conservation Department

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed development plan proposing 116 townhouse units with an 18 m buffer from the physical top of bank to the proposed limit of development.

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The TRCA in their letter dated June 5, 2007 indicated that they agree to the provision of an 18 m buffer from the physical top of bank to the proposed limit of development as shown on Attachment #2.

The limits of the natural features staked by TRCA Staff on November 28, 2005, the long term stable top of bank and the 10 m buffer that the TRCA requests from the limits of the natural features and/or hazards are captured within the 18 m buffer.

In light of the above, the TRCA has requested as a condition of approval that the 18 m buffer and any lands below the physical top of bank be rezoned into an open space or other suitable zoning category and that the official plan designation also be revised to reflect this change. The TRCA also requested that as a condition of draft plan approval, that these future open space lands be dedicated into public ownership, that an easement be granted on the residential lands to allow access to future open space lands, and that the applicant erect a permanent fence to the satisfaction of the TRCA between the residential and future open space lands.

Additional studies have also been requested to be submitted for review and approval by the TRCA, prior to the approval of the Draft Plan of Subdivision.

In light of the above, TRCA staff has no objections to the Official Plan Amendment Application OP.06.008 and Zoning By-law Amendment Application Z.06.022, subject to the following conditions:

1. That the 18 m buffer and any lands below the physical top of bank, as shown on Drawing No. A-1 Alternative Site Plan with Public Park prepared by OP Design Inc., dated August 8, 2005 and revised June 1, 2007 (Attachment #2) be zoned and designated as open space or other suitable zoning category, which has the effect of prohibiting development to the satisfaction of the TRCA.
2. That the applicant provide a minimum 2 m structural setback from the limit of the open space lands.

Development Process

The subject lands represent the assembly of two lots having a total combined land area of 2.18ha, which includes the entire site (ie. buffer lands and road widening). The implementing Official Plan and Zoning By-law Amendments will provide the appropriate land use and development standards to implement the proposed development. An application for Draft Plan of Subdivision (19T-06V03) has been submitted to consolidate the lots into one residential block under a single M-Plan. This will enable the creation of the freehold townhouse blocks and the subsequent creation of individual lots through the lifting of Part Lot Control. A site development application will be required for the development of the townhouse blocks and will assist in the coordination of land uses, servicing, traffic and pedestrian access with design and building siting. The common element blocks such as the road, visitor parking areas, and amenity space, areas would be created through a Draft Plan of Condominium 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 Regional Municipality of York has reviewed the proposed Official Plan and Zoning By-law Amendment Applications to permit the development of a townhouse complex and consider it to

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be consistent with and supportive of the Regional Official Plan policies that promote a wider range of housing choices for residents, intensification and compact urban forms. Accordingly, the Region of York considers the Official Plan Amendment Application to be a matter of local significance and has exempted it from approval by Regional Planning Committee and Council.

The Region of York will be party to the site plan agreement, if the subject applications are approved.

Conclusion

The Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment Applications, Files OP.06.008 and Z.06.022 (1463291 Ontario Inc., c/o Dunpar Homes) in the context of the applicable Provincial, Regional and City policies, the requirements of the By-law 1-88, and the surrounding land use context.

Official Plan Amendment #240 (Woodbridge Community Plan), while providing for a predominantly low density residential community, also encourages some higher densities to accommodate senior citizens and other family needs. The Regional Official Plan encourages a broader range of housing forms for the Woodbridge Community. The applications are also consistent with the Provincial Policy Statement and Growth Plan, which promote a full range of housing types and densities within settlement areas. The Development Planning Department is satisfied that the proposed development would be compatible with the surrounding lands from both a land use and built form perspective, subject to the comments and recommendations in this report.

In light of the above, the Development Planning Department can support the application to amend the Official Plan to redesignate the subject lands from "Low Density Residential to Medium Density Residential" and "Open Space" to facilitate a 116 unit residential townhouse development with common element roads. The implementing Official Plan Amendment would include policies to ensure the co-ordination of land uses (buffer area), and that the necessary studies (ie. noise, traffic environmental, etc.) be submitted for review and approval prior to the registration of the draft plan of subdivision and or site development agreement.

On this basis, the Development Planning Department can also support the proposed rezoning of the site from R1 Residential Zone to OS1 Open Space Conservation Zone (buffer) and RM2(H) Multiple Residential Zone with the addition of the Holding Symbol "(H)" (tableland) and with site-specific exceptions to implement the townhouse proposal as discussed in this report.

Attachments

1. Location Map
2. Proposed Site Plan
3. Draft Plan of Subdivision 19T-06V03
4. Typical Elevations – 4.26 m (14') wide units
5. Typical Elevations – 4.26 m (14') wide units with corner Bay End Units
6. Typical Elevations – 4.87 m (16') wide units
7. Typical Side Elevations – 4.26 m and 4.87 m (14' and 16') with wide units with corner Bay End Units
8. Kipling Avenue Corridor Study Boundary

Report prepared by:

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/CM

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

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The Committee of the Whole recommends:

- ## Recommendation

1. THAT Zoning By-law Amendment File Z.07.008 (1275621 Ontario Inc.) BE APPROVED to remove the Holding Symbol “H” on the subject lands zoned RA3(H) Apartment Residential Zone as shown on Attachment #1, to facilitate the development of a 6 storey 140 unit seniors retirement residence.

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- vi) the Owner shall satisfy the requirements of the City of Vaughan Fire Services Department;
 - vii) the Owner shall satisfy the requirements of Canada Post regarding mail service to the building; and
 - viii) the required variances shall be obtained from the Committee of Adjustment and shall be in full force and effect;
- b) that the site plan agreement include the following conditions:
- i) the Owner shall pay by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
 - ii) a Structural Engineer shall provide certification to the Building Standards Department at the time of Building Permit Application that the underground roof slab has been designed to support all structures and plant materials;
 - iii) garbage, and recycling collection and snow removal for the building shall be the responsibility of the Owner;
 - iv) the Owner shall include all necessary noise warning clauses in the property and tenancy agreements, in accordance with the noise report to be approved by the Vaughan Engineering Department.

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.07.008) to remove the Holding Symbol "H" on the subject lands currently zoned RA3 (H) Apartment Residential Zone, with the "(H)" Holding Symbol, to facilitate the development of a 140 unit seniors retirement residence.
2. A Site Development Application (File DA.07.028) to facilitate the development of a 160 units seniors retirement residence on the subject lands shown on Attachment #2.

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Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the north side of Valley Vista Drive, east of Dufferin Street, being Part of Lot 20, Concession 2, City of Vaughan. The 0.674 ha irregular shaped lot has approximately 158m frontage along Valley Vista Drive. The surrounding land uses are:

- North - OS5 (Opens Space Zone)
- South - proposed single detached residential (RD3 Residential Zone)
- East - proposed single detached residential (future RD3 Residential Zone under Z.05.060 Alice Smith)
- West - proposed high density residential apartments (RA3(H) Residential Apartment Zone (Holding Symbol) 1275621 Ontario Inc.)

Previous Approvals

On March 20, 2006 Council approved related Official Plan (OP.05.009) and Zoning Amendment (Z.03.070) applications to redesignate the subject lands from "Low Density Residential" and "Medium Density Resident/Commercial" to "High Density Residential/Commercial" to permit a maximum residential density of 200 units/ha with a maximum building height of 12-storeys and ancillary commercial uses and to rezone the subject lands from A Agricultural Zone to RA3 Apartment Residential Zone and OS5 Open Space Environmental Protection Zone. The lands were zoned with the addition of the Holding Symbol "(H)" pending servicing allocation and site plan approval. The implementing official plan and zoning amendments were enacted and adopted by Council on April 24, 2006.

Current Proposal

The subject land is proposed to be developed by Chartwell Seniors Housing and approval of a Site Development Application has been requested to facilitate the development of a 6-storey seniors retirement residence. The current application proposes 140 small seniors retirement suites within the building. The individual suites do not contain kitchen facilities, and food preparation and dining areas are provided as a centralized function/facility. Additional common lounge and recreational areas are provided within the building for use by the residents of the retirement home.

c) City of Vaughan – Official Plan

The subject lands are designated "High Density Residential/Commercial" by Official Plan Amendment No. 600, as amended by Official Plan Amendment No. 634 which permits residential apartments at a maximum density of 200 units/ha and a maximum building height of 12-storeys. The proposed 6 storey, 140 units seniors retirement residence conforms to the Official Plan.

Servicing/Allocation

The Region of York Planning and Development Services Department has advised the City that allocation required for retirement home type facilities no longer requires municipal Council allocation of servicing capacity where:

- i) individual units/rooms do not contain kitchen facilities;
- ii) food preparation and dining are a centralized function/facility; and,
- iii) assisted living care and/or healthcare are offered to the residents who are dependent on this service (although the facilities do not necessarily need to be registered under the Nursing Home Act).

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The proposed development meets this criteria and will not require assigned serving capacity under the City's servicing protocol.

Zoning

The subject lands are zoned RA3(H) Apartment Residential Zone with the Holding Symbol "(H)" and OS5 Open Space Environmental Protection Zone by By-law 1-88, subject to site-specific Exception 9(1257). This zoning permits an apartment dwelling and specific commercial uses as listed in the By-law. The Holding Symbol "(H)" was placed on the lands to ensure that servicing allocation was available to the site, and subject to site plan approval for future development.

The condition regarding the servicing allocation have been addressed as discussed above and therefore the Holding Symbol "(H)" can be removed upon Council's approval of the subject Site Development Application.

The RA3 Apartment Residential Zone exceptions in site specific Exception 9(1257) address the overall development of the 5.64 ha high density residential lands within the overall approved Draft Plan of Subdivision File 19T-95065. The original site specific zoning by-law provided exceptions to overall site for lot area per unit, building height, setbacks to Valley Vista Drive and reduced parking standards.

Variances

The site was zoned RA3 Apartment Residential Zone and OS5 Open Space Environmental Protection Zone through the site specific zoning by-law exception with the zone line between the RA3 Apartment Residential Zone and the OS5 Environmental Protection Zone as illustrated on Attachment #2 being 10m from the property line. However, TRCA has indicated in comments dated May 18, 2007 that following review of the site design for the proposed seniors residence, that it would be satisfied with the provision of a minimum 5 m buffer block being provided along the length of the site, between the limit of development and the adjacent valley open space system, if only minimal grading takes place within this buffer block and if the area is restored and re-vegetated and that no patios decks or ancillary structures are located within this area and if the buffer is dedicated to the TRCA.

The 5 m buffer is being dedicated to the TRCA through the registration of the related subdivision plan 19T-95065 as Block 56. The registration of the subdivision plan shall occur prior to the final execution of the site plan agreement. To facilitate the proposed site plan for the subject senior's development on this portion of the site, the following variances must be obtained from the Committee of Adjustment as they relate to the RA3 Apartment Residential and OS5 Open Space Environmental Protection Zone standards to implement the proposed site plan, to permit the following:

- a minimum below grade setback of 0.50 m whereas Section 3.17 of By-law 1-88 requires a minimum of 1.8 m and sub-section biii) of the site specific By-law 128-2006 requires a minimum of 3.0 m;
- a minimum of 0.39 parking spaces per suite, inclusive of visitor parking, whereas sub-section ci) of site specific By-law 128-2006 required a minimum of 1.1 spaces per apartment residential unit and sub-section cii) required a minimum visitor parking requirement of 0.20 visitor spaces per apartment residential unit;
- permit an apartment dwelling with common facilities for the preparation and consumption of food to be located on the subject lands, whereas the provisions of Section 4.12 defines an apartment dwelling as a building consisting of four or more dwelling units which have facilities provided for cooking within each unit';

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- to permit an apartment building within an OS5 Zone, whereas the provisions of Section 7.4 b) of By-law 1-88, regarding uses permitted within OS5 Open Space Environmental Protection Zone does not permit new residential dwellings unless that existed prior to November 15, 2001;
- an encroachment of 4.2 m into the OS5 Zone, whereas Schedule A of By-law 1-88 requires a minimum rear yard setback of 7.5m from an OS5 Zone.;
- an interior side yard setback to an underground parking garage of 3.0 m, whereas Schedule A of By-law 1-88 requires an interior side yard setback of 4.5 m;
- an interior side yard setback from the westerly property line of 6.3m, whereas Schedule A of By-law 1-88 requires an interior side yard setback of 11.5 m;
- an encroachment of a canopy into the front yard to a maximum of 7.5 m from the front lot line whereas, Section 3.14 of By-law 1-88 permits an encroachment of 0.5 m;
- landscaping provisions for parking areas not apply, notwithstanding the requirements of sub-section 4.1.4 of By-law 1-88, regarding Parking and Access Requirements for Parking Areas for Multiple Family Dwellings in paragraph b);
- a maximum access width of 9.5 m, whereas Section 3.8 paragraph G, of By-law 1-88 requires the maximum width of access to parking areas 7.5 m;
- a minimum landscape strip of 0.5 m in width to be provided adjacent to lands zoned open space, whereas Section 3.13 of By-law 1-88 requires a minimum landscape strip of 2.4 m in width;
- a minimum landscape strip of 0.0 m abutting an open space zone, whereas Section 3.13 of By-law 1-88 requires a minimum landscape strip of 2.4 m abutting an open space or residential zone;
- a minimum landscape strip of 0.5 m abutting a street, whereas Section 3.13 of By-law 1-88 requires a minimum landscape strip of 6 m abutting a street;
- a minimum 0.0 m setback of a retaining wall from the property line, whereas Section 4.1.1 (h) of By-law 1-88 requires a setback equal to the height of the retaining wall where the retaining wall is greater than 1 m in height;
- that the Calculation of Zone Requirements within Section 7.4b) and the Schedule "A" of By-law 1-88, concerning OS5 Zone requirements, not apply to the subject lands, notwithstanding the provisions of Section 7.4b) and Schedule "A", of By-law 1-88 concerning the calculation of lot frontage, lot area coverage, yards and building height as required by the by-law; and
- any other variances not identified, which may be required to implement the proposed site plan.

The Owner will be required to submit a minor variance application to the Committee of Adjustment for approval of these variances to implement the final approved site plan. The Committee's decision must be final and binding prior to the execution of the implementing site plan agreement.

Parking Requirements

A reduction in the parking standards for the proposed development has been requested. The Read Voorhees and Associates parking justification report indicated that although the existing zoning for the site requires 1.5 spaces per unit (182 spaces including 28 visitor spaces), factors including transit accessibility, low vehicle ownership characteristics for the proposed building, shuttle bus service for the residents and the parking supply/demand, would support a reduced residential parking standard of 0.35 spaces/unit. The Engineering Department did not support the proposed reduction in parking to 0.35/spaces/unit as recommended in the parking study and has requested minimum of 0.39 spaces per unit. The applicant is showing 55 parking spaces on the site plan (0.39 spaces/unit) to the satisfaction of the Engineering Department.

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Site Plan

The building is a rectangular-shaped 6 storey, 140 suite seniors retirement residence fronting on Valley Vista Drive. Access to the site will be from two full turning movement, two-way traffic driveways in front of the building. The driveways align with the intersections of the two municipal roads opposite the proposed building, as shown on Attachment#2.

The easterly driveway provides access both the surface staff parking area and the underground parking area. The garbage room is located at the rear of the building. There are two outdoor patios located along the rear of the building. The rear of the building, overlooking the open space lands. A 5m buffer is to be dedicated to the TRCA through the final approval of the related subdivision application 19T-95065 and as a condition of site plan approval, where it abuts the lands subject of this application.

Elevations

The building elevations are as shown on Attachments #4 and #5. The proposed 6-storey building is to be constructed in brick masonry in “Williamsburg” light brown colour with the base of the building in “Arriscraft” stone which is “Nutmeg” colour. There are large windows on all sides of the building with white aluminum frames. The window on the north side of the building overlook the valleylands to the north. All roof-top mechanical equipment is to be screened from Valley Vista Drive. All service doors and garbage enclosure doors, including the door-frames will be painted to match the facades.

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

Landscape Plan

The site will be landscaped with a variety of trees and shrubs and decorative paving materials and planting beds and sooded areas around the perimeter of the property as shown the Landscape Plan shown on Attachment #3.

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

Engineering Services

City of Vaughan Engineering Department

The City has reviewed the site plan application and provides the following comments:

- i) Site Plan Application, DA.07.028 does not require allocation under the City’s servicing protocol.
- ii) The final site servicing and grading plan and stormwater management report and on-site traffic management design issues shall be approved to the satisfaction of the Engineering Department.
- ii) The Engineering Department has reviewed and approved a Noise Impact Report for this development. The appropriate noise warning clauses to tenants shall be registered on title and any mitigation measures will be addressed in the final site design and included in the final site plan agreement.

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Garbage/Recycling and Snow Removal

All garbage and recycling will be stored internal to the building. Garbage, and recycling shall be by private collection. Chartwell staff will pick up garbage from the individual suites and it will be stored in the garbage room for pick up by a private contractor. Snow removal is also to be the owners responsibility.

Hydro

All hydro requirements must be addressed to the satisfaction of PowerStream Inc. prior to the final site plan approval.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority reviewed the site plan application and have no objection to the approval of the Site Plan Application subject to conditions outlined in a letter dated May 18, 2007 and summarized as follows:

- Prior to the execution of the site plan agreement that the applicant submit a detailed engineering report for the review and approval of the TRCA addressing the drainage system, stormwater management techniques, stormwater management practices, on site siltation control, location and description of outlets and facilities which might require TRCA approvals under Ontario Regulation 166/06 and overall grading plans.
- A 5 m buffer to be conveyed to the TRCA.
- The applicant submit a mitigation/restoration planting plan for the proposed buffer block.

Canada Post

The Owner shall satisfy the requirements of Canada Post regarding mail delivery.

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 the proposed Site Development Application (File DA.07.028) in accordance with the policies of the Official Plan and the requirements of the Zoning By-law and is satisfied that the proposed 6 storey seniors retirement residence on the subject lands will facilitate an appropriate and compatible development on the site.

The Development Planning Department also recommends approval of the Zoning By-law Amendment Application File Z.07.028 – (1275621 Ontario Inc.) to remove the Holding Symbol "(H)", from the subject lands (identified as Block 56 on approved Plan of Subdivision 19T-95065), which will facilitate the development of the site for a seniors residence building. The Owner will be required to obtain the required variances to implement the proposed site plan.

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Attachments

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

Report prepared by:

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 88, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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ACCOUNTABILITY AND TRANSPARENCY COMMITTEE

The Committee of the Whole recommends:

- 1) That Clauses 2, 3, 4 and 5 of the recommendation contained in the following report of the City Manager and the Commissioner of Legal and Administrative Services, dated June 18, 2007, be approved; and**
- 2) That the following members of Council be appointed to the Accountability and Transparency Committee:**

**Mayor Linda D. Jackson (ex-officio)
Regional Councillor Mario F. Ferri
Councillor Alan Shefman
Regional Councillor Joyce Frustaglio (alternate to the Mayor)**

Recommendation

The City Manager and the Commissioner of Legal and Administrative Services in consultation with the Senior Management Team recommend as follows:

1. That Council appoint a Local and Regional Councillor and a Ward Councillor to the Accountability and Transparency Committee at this time;
2. That applications be invited from members of the public and local media interested in the three positions on the Committee and that the Clerks Department advertise for the positions;
3. That representatives from the public have qualifications and/or background in some of the following areas: legal, ethics, public administration, governance and policy development;
4. That the Committee's Terms of Reference include the following:
 - Review current policies/practices pertaining to Council's Code of Conduct, confidentiality, accountability and transparency
 - Review current policies and practices of other municipalities related to these matters
 - Make recommendations to Council regarding the appointment of the Integrity Commissioner
 - Review current Council Code of Conduct and draft Complaint Procedure with the Integrity Commissioner and make recommendations to Council regarding any revisions
5. That the continuation of the Accountability and Transparency Committee be reviewed in two years.

Economic Impact

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

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Communications Plan

The Corporate Communications Department will issue a news release on the formation of the Committee. Advertisements seeking applicants for the positions on the Accountability and Transparency Committee will be published on the City Page in the local newspaper and will be posted on the City's website.

Purpose

On April 23, 2007, Council directed that an Accountability and Transparency Committee be established to review the City's current policies/practices pertaining to Council's Code of Conduct, confidentiality, accountability and transparency, and that this Committee also make recommendations to Council regarding the appointment of an Integrity Commissioner.

Background – Analysis and Options

A. Members of Committee

On April 23, 2007, Council directed that the Accountability and Transparency Committee be composed of the following members:

- Mayor or designate
- 1 Local and Regional Councillor
- 1 Ward Councillor
- 2 Members of the public (one with a legal background and one with ethics background strongly recommended)
- City Manager
- City Solicitor
- City Clerk
- A member of the local media

It is recommended that Council appoint a Local and Regional Councillor as well as a Ward Councillor for the Committee at this time.

It is recommended that applications be invited from members of the public and local media who are interested in the three positions on the Committee. All applications will be forwarded to Committee of the Whole for consideration.

Due to the nature of the issues to be addressed by the Committee, it is recommended that representatives from the public have certain qualifications and/or background in some of the following areas:

- Legal
- Ethics
- Governance
- Public administration
- Policy development

As Council will consider the mandate and terms of reference of the Accountability and Transparency Committee at its meeting on June 25, 2007, the deadline for applications is expected to be August 17, 2007. This will provide an opportunity for consideration of the applications so that staff can report to Council regarding the appointments in September, 2007.

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B. Terms of Reference

Council directed that the Accountability and Transparency Committee be established to review the City's current policies/practices pertaining to Council's Code of Conduct, confidentiality, accountability and transparency, and that this Committee also make recommendations to Council regarding the appointment of an Integrity Commissioner.

The Accountability and Transparency Committees established in Hamilton and Kitchener-Waterloo were primarily set up to review the *Municipal Act* amendments with respect to establishing Integrity Commissioner positions. The Terms of Reference for these committees include matters that have already been addressed in reports to Council (see April 16 and May 28, 2007). In addition, Council has already directed that the position of the Integrity Commissioner be established for Vaughan. As a result, it is recommended that the Terms of Reference for the City of Vaughan's Accountability and Transparency Committee include the following:

- Review current policies/practices pertaining to Council's Code of Conduct, confidentiality, accountability and transparency
- Review current policies and practices of other municipalities related to these matters
- Make recommendations to Council regarding the appointment of the Integrity Commissioner
- Review current Council Code of Conduct and draft Complaint Procedure with the Integrity Commissioner and make recommendations to Council regarding any revisions

Upon establishment of the Committee and the appointment of the Integrity Commissioner, Council may direct the Committee to consider other matters as it deems appropriate. Council may direct that the Committee provide comments with respect to such matters as the appointment of an Investigator to deal with complaints related to closed meetings, accountability officers pursuant to the *Municipal Act* (including an Auditor General, Ombudsman and Lobbyist Registrar), and accountability and transparency policies.

It should be noted that Council approved the Policy on Corporate Policy Development on April 23, 2007. This policy provides a procedure for development and approval of Corporate policies, from initiation through policy development and final approval by Council. Therefore, Council may, after its consideration of a Corporate policy, refer the draft policy to this Committee for review and comment.

C. Term of Committee

On June 11, 2007, Council directed that the position of the Integrity Commissioner be reviewed in two years. In keeping with this direction, it is recommended that the continuation of the Accountability and Transparency Committee be reviewed in two years. Setting a term is consistent with the City's policy governing Advisory Committees which states that the term of appointments to Advisory Committees should be noted in the appointment By-law.

Relationship to Vaughan Vision

This report is consistent with the priorities in the Vaughan Vision and the appropriate resources have been allocated and approved.

Regional Implications

None.

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Conclusion

The establishment of the Accountability and Transparency Committee is in keeping with the recent amendments to the *Municipal Act*, promoting accountability and transparency in municipal government. To further the establishment of the Accountability and Transparency Committee, staff recommend the matters included in the Recommendations section of this report. Staff will report to Council in September with recommendations for the remaining three appointments to the Committee.

Attachments

None.

Report prepared by

Claudia A. Storto, Solicitor/Litigation, Ext. 8315
Heather A. Wilson, Director of Legal Services, Ext. 8389

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Item 89, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By approving the following:

Council has reviewed the filings, affidavits, and written submissions in respect of the application for a compliance audit of the Di Vona campaign financial statements. Having fully considered the allegations set out in the affidavits filed in support of the application for a compliance audit and the evidence and information provided by the candidate, Council does not believe there are reasonable grounds for ordering such an audit;

By receiving the confidential memorandum from the Commissioner of Legal and Administrative Services and City Solicitor, dated June 22, 2007;

By receiving the affidavit submitted by Mr. Christopher Ashby, Barrister, on behalf of Councillor Di Vona, dated June 22, 2007;

By receiving the affidavit from Mr. Tony DeCicco, dated June 25, 2007; and

By receiving the following written submissions:

- a) Mr. Richard T. Lorello, 235 Treelawn Blvd, P.O. Box 927, Kleinburg, L0J 1C0, dated June 18, 2007;***
- b) Mr. Paul De Buono, dated June 22, 2007; and***
- c) Mr. Carlo DeFrancesca, 18 Zucchet Ct., Woodbridge, L4L 7M5, dated June 25, 2007.***

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APPLICATION FOR COMPLIANCE AUDIT

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated June 18, 2007, be approved;**
- 2) That the following deputations and written submission be received:**
 - a) Mr. Fabio M. Soccol, Soccol, Grossi Barristers & Solicitors, 5109 Steeles Avenue West, Suite 310, Toronto, M9L 2Y8, and written submission titled "Supplementary Affidavit of Carlo Defrancesca", dated June 18, 2007;**
 - b) Mr. Carlo Defrancesca, 18 Zucchet Court, Woodbridge, L4L 7M5; and**
 - c) Mr. Richard Lorello, 235 Treelawn Boulevard, P.O. Box 927, Kleinburg, L0J 1C0; and**
- 3) That the written submission of Mr. Christopher Ashby, Barrister, 8 King Street East, Suite 1013, Toronto, M5C 1B5, dated June 18, 2007, be received.**

Recommendation

The Commissioner of Legal and Administrative Services and City Solicitor recommends:

That this report be received; and,

That the candidate be requested to submit any additional information for Council's consideration prior to June 25, 2007.

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Economic Impact

Not applicable.

Communications Plan

Not applicable.

Purpose

The purpose of this report is to provide information to Council to assist it in making a decision with respect to an Application for a Compliance Audit.

Background - Analysis and Options

On June 8, 2007 an Application for a Compliance Audit was filed with the Clerk in respect of the election campaign finances of Bernie DiVona for the 2006 Municipal Election. Council, on June 11, 2007 directed staff to report to the Committee of the Whole meeting of June 18, 2007 with respect to an Application pursuant to Section 81 of the *Municipal Elections Act, 1996*, for a Compliance Audit of election campaign finances.

In preparing this report, staff consulted extensively with Mr. George Rust-D'Eye of WeirFoulds LLP, making all of the material filed in respect of this application available to him for review. Mr. Rust-D'Eye's advice was obtained with respect to the jurisdiction of the City, the relevant provisions of the applicable legislation, and factors and issues relevant to the exercise by the Council of its jurisdiction to grant or reject the Application.

THE JURISDICTION OF THE COUNCIL

The proceedings in question are governed by the provisions of the *Municipal Elections Act, 1996* (the "Act"), particularly section 81.

Under section 81(1), an elector who is entitled to vote in an election and believes on reasonable grounds that a candidate has contravened a provision of the Act relating to election campaign finances, may apply for a compliance audit of the candidate's election campaign finances.

Under section 81(2), the application must be made within 90 days after the later of the filing date, the candidate's last supplementary filing date or any court-ordered extension for filing.

There is no supplementary filing date for candidate DiVona, and accordingly, his filing date was March 31, 2007. The application, filed on June 8, 2007, appears to be within the allowable period for making the application under the Act.

Under section 81(3), the Council is required, within 30 days after receiving an application properly made, to consider the application and decide whether it should be granted or rejected.

If the Council decides to grant the application, the Council is required, by resolution, to appoint an auditor licensed under the *Public Accounting Act, 2004* to conduct a compliance audit of the candidate's election campaign finances pursuant to section 81(4) of the Act.

In such circumstances, the auditor is required by section 81(6) to conduct promptly an audit of the candidate's election campaign finances to determine whether he has complied with the provisions of the Act relating to election campaign finances, and prepare a report outlining any apparent contravention by the candidate.

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Under section 81(8), for the purposes of the audit, the auditor is entitled to have access to all relevant books, papers, documents or things in the possession of the candidate and the City, and has the powers of a commission under Part II of the *Public Inquiries Act*.

The City is required to pay the auditor's costs of performing the audit. If the auditor's report indicates no apparent contravention of the Act, and the Council finds that there were no reasonable grounds for the application, the Council is entitled to recover the auditor's costs from the applicant, pursuant to section 81(11).

Pursuant to section 81(7), the auditor must submit the report to the candidate, the Council, the clerk and the applicant(s).

Under section 81(10), the Council is required to consider the report within 30 days after receiving it. The Council may then commence a legal proceeding against the candidate for any apparent contravention of any provision of the Act relating to election campaign finances.

SUMMARY OF SPECIFIC ALLEGATIONS OF BREACH OF THE *MUNICIPAL ELECTIONS ACT, 1996*

In general terms, the applicants allege that candidate DiVona contravened various requirements of the *Municipal Elections Act, 1996*, grouped under a number of "issues" primarily contained in the Affidavit of Carlo DeFrancesca.

It is noted that the Act imposes certain responsibilities upon contributors, not candidates, in respect of limitations on the amount which they can contribute to candidates and the requirement that they be lawful contributors.

Consequently, most of the allegations against candidate DiVona arise under section 69(1)(m) of the Act, which requires a candidate to ensure that a contribution of money made or received in contravention of the Act is returned to the contributor as soon as possible after the candidate becomes aware of the contravention.

Attached (Attachment 1) is a copy of section 256 of the *Income Tax Act* (Canada), referred to in section 72 of the Act with respect to determining whether corporations are associated with one another, in which case they are deemed to be a single corporation for the purposes of the *Municipal Elections Act, 1996*.

Also attached (Attachment 2) is a graph showing the provisions of the Act relevant to the seven issues raised by the applicants, and the specific provisions alleged to have been contravened by candidate DiVona.

A summary of the allegations are as follows:

Issues 1-4: Alleged Exceeding of Maximum Campaign Donations

The relevant paragraphs contained in the Affidavits of Carlo DeFrancesca allege that candidate DiVona failed to comply with his responsibilities under section 69(1)(m) of the Act by accepting contributions from a number of corporate donors, in each case said to be legally associated corporations for the purposes of the Act, resulting in four occasions upon which the contribution in question exceeded \$750.00 from a single donor, and that he breached the Act by failing to ensure that the contribution in question was returned to the contributor as soon as possible after he became aware of it.

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In each case, it is alleged that:

- (1) the corporations in question are "associated" within the meaning of section 72 of the *Municipal Elections Act, 1996* and section 256 of the *Income Tax Act (Canada)*;
- (2) this conclusion results from the fact of:
 - (a) the similarity of names of some of the corporations;
 - (b) common founders, officers or directors of some of the corporations;
 - (c) common addresses;
- (3) some of the corporations named may not be incorporated legal entities;
- (4) in each case the associated corporations, said to be deemed to be a single donor for purposes of the Act, contributed more than \$750.00 to candidate DiVona's campaign;
- (5) the candidate DiVona is alleged to have known, or had a duty to know, that the corporations in question were associated, and failed to return the over-contributions as soon as possible, in contravention of section 69(1) (m) of the Act.

Issue 5: Alleged contribution of "goods and materials" not properly dealt with under the Act

Candidate DiVona's financial statement and auditor's report sets out under Part III "other revenue not deemed a contribution", a reference to "goods and services", in the amount of \$4,654.80, alleged in paragraph 24 of the Affidavit of Carlo DeFrancesca to have been "contributions" but not dealt with in accordance with the requirements of the Act.

Issue 6: Office Expenses

In paragraph 25 of the Affidavit of Carlo DeFrancesca, reference is made to items set out on candidate DiVona's financial statement relating to "office expenses subject to limitation" of \$2,020.00 and "office expenses excluded from limitation" of \$2,423.29 where it is alleged that fair market rent for the premises in question was a higher amount, and it is alleged that the landlord of the premises should have appeared as a contributor, and/or the over-contribution returned, in accordance with the requirements of the Act.

Issue 7: Distribution of Newsletter as Alleged Campaign Expense

Allegations relating to this issue are contained in the Affidavit of Paul De Buono, a candidate in the 2006 municipal election for local councillor of Ward 3 in the City.

Mr. De Buono alleges that candidate DiVona's newsletter, paid for by the City during the summer of 2006, was distributed to Ward 1 residents in what is referred to as the "Vellore area", and allegedly, candidate DiVona should not have used City resources for such campaign purposes, apparently due to the fact that he was "not effectively the councillor of Ward 1 at the time that he used City resources to communicate through Canada Post with Vellore residents as if he were the councillor".

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LEGAL AND PRACTICAL CONSIDERATIONS RELEVANT TO DECISION-MAKING BY THE COUNCIL

The provisions of section 81 of the Act impose a specific and somewhat novel responsibility upon the City Council, as a form of tribunal functioning as a judge or arbiter over allegations against a candidate for municipal office, potentially leading to City expenditure for the retaining of an auditor, and a further possible duty to decide in such circumstances, based on the auditor's report, whether or not to initiate prosecutorial proceedings against such candidate for alleged breach of the Act.

In this role, the Council functions as a form of decision-making tribunal analogous to quasi-judicial tribunals established by or under various Provincial statutes.

In these circumstances, the Council is exercising a discretionary decision-making role, imposing requirements of fairness, impartiality and objective decision-making discretion, in the exercise of its specific duty under section 81(3) of the Act to decide, after reviewing the application for the compliance audit of a candidate's election campaign finances and supporting material, whether or not it should be granted or rejected.

If the Council decides to grant the application, this will lead to the appointment of the auditor, who will conduct the audit of the candidate's election campaign finances to determine whether he has complied with the provisions of the Act, and prepare a report outlining any apparent contravention, following which the Council will then be required to consider the report and decide whether or not to commence a legal proceeding against the candidate for any apparent contravention of one or more provisions of the Act relating to election campaign finances.

In exercising its discretion as to whether or not to grant the application for a compliance audit of candidate DiVona's election finances, the Council may wish to consider the following:

- if the application is properly made, within the time period following the later of the candidate's filing date or last supplementary filing date, the Council must make its decision within 30 days after receiving the application;
- the Council has no discretion to decline to deal with the application, only to decide whether to grant or reject it;
- the Council is required either to grant or reject the application, but which decision it makes, it must do so upon grounds relevant to the intention of the Act as expressed in terms included within it;
- the intent of the Act is that the election finances of candidates for municipal office be open and documented, that candidates ensure that all possible steps be taken to ensure compliance with the Act relating to contributions and expenses, and that limitations on maximum contributions be strictly enforced;
- section 81 of the Act has been held by the Courts to be a complete code of procedure for any elector who alleges campaign finance wrongdoing by candidates. Its purpose and effect is to screen allegations by electors of election campaign finance wrongdoing by candidates and to weed out claims found to be frivolous, vexatious or otherwise devoid of merit;
- the principal question before the Council involves consideration of whether the elector has established reasonable grounds to believe that the candidate has contravened the Act;

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- "reasonable grounds" is not to be equated with proof beyond a reasonable doubt. The appropriate standard of reasonable or credibly-based probability envisions a practical, non-technical and common sense probability as to the existence of the facts and inferences asserted;
- the initial responsibility for ensuring compliance with the maximum contribution limit of \$750.00 per donor imposed by the Act is on the contributor, but the candidate is required to ensure that any contribution made in contravention of the Act is returned to the contributor as soon as possible after the candidate becomes aware of the contravention. If it is, the requirements of the Act are satisfied.

Relationship to Vaughan Vision 2007

Not applicable.

Regional Implications

Not applicable.

Conclusion

This report is provided for Council's information in its consideration of the Application for a Compliance Audit.

Given that Council should make its decision having considered all relevant information, it may be appropriate to provide the candidate with the opportunity to submit any additional relevant information he may possess prior to making a decision. In light of the Application date of June 8, 2007, a decision must be made by Council by July 8, 2007, so the decision could be made at the Council meeting June 25, 2007.

Attachments

1. Chart – "Alleged Contraventions Re: Bernie DiVona Campaign Expenses – November 2006 Election.
2. Excerpts – *Income Tax Act (Canada)*, s. 256

Report prepared by:

Janice Atwood-Petkovski

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

Councillor Di Vona declared an interest with respect to the foregoing matter as it relates to his campaign expenses and did not take part in the discussion or vote on the matter.

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Item 90, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

90

**OFFICIAL PLAN AMENDMENT FILE OP.06.026
ZONING BY-LAW AMENDMENT FILE Z.06.065
MICHAEL ESMAILZADEH AND BIANCA & PASQUALE MARTINIS
REPORT #P.2007.1**

The Committee of the Whole recommends:

- 1) That this matter be deferred to provide an opportunity for the applicant to address the concerns expressed and resolve any outstanding issues to the satisfaction of staff and the residents; and**
- 2) That the following deputations be received:**
 - a) Mr. Christian Piersanti, Piersanti & Company Professional Corporation, Barristers & Solicitors, 445 Edgeley Boulevard, Unit 10, Concord, L4K 4G1; and**
 - b) Mr. Anthony Coscarella, on behalf of Islington Manor Estates, 8372 Islington Avenue, Woodbridge, L4L 1X2.**

Recommendation

The Commissioner of Planning recommends:

- 1. THAT Official Plan Amendment File OP.06.026 (Michael Esmailzadeh and Bianca & Pasquale Martinis) to amend OPA #240 (Woodbridge Community Plan) to redesignate the subject lands shown on Attachment #1 from "Low Density Residential" to "Medium Density Residential", BE REFUSED.**
- 2. THAT Zoning By-law Amendment File Z.06.065 (Michael Esmailzadeh and Bianca & Pasquale Martinis) to amend By-law 1-88 to rezone the subject lands shown on Attachment #1 from R2 Residential Zone to RM2 Multiple Residential Zone, BE REFUSED.**

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 to facilitate the development of the subject lands on Attachment #1 with an 11 unit townhouse project as shown on Attachment #2:

- 1. An Official Plan Amendment Application (File OP.06.026) to amend OPA #240 (Woodbridge Community Plan) as amended by OPA #597 (Islington Avenue Corridor Secondary Plan) to redesignate the subject lands shown on Attachment #1 from "Low Density Residential" to "Medium Density Residential"; and,**

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2. A Zoning By-law Amendment Application (File Z.06.065) to amend By-law 1-88 to rezone the subject lands shown on Attachment #1 from R2 Residential Zone to RM2 Multiple Residential Zone with the necessary zoning exceptions required to implement the final site plan.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the northwest corner of Islington Avenue and Gamble Street, and are comprised of 2 lots being Lots 7 and 8 on Registered Plan M-1106 (8372 and 8382 Islington Avenue, respectively), in Lot 10, Concession 7, City of Vaughan. The subject lands are approximately 0.18 ha in size and each lot is currently developed with a detached residential dwelling, which are proposed to be demolished, if the proposal is supported.

The subject lands are designated "Low Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by OPA #597 (Islington Avenue Corridor Secondary Plan), the latter which was approved by the Region of York on May 31, 2006. The subject lands are zoned R2 Residential Zone by By-law 1-88. The surrounding land uses are as follows:

- North - detached residential dwellings (R2 Residential Zone)
- South - Gamble Street; retail plaza including an automobile service station (C3 Local Commercial Zone)
- West - detached residential dwellings (R2 Residential Zone)
- East - Islington Avenue; residential seniors apartment building (RA3 Apartment Residential Zone) and detached dwellings (R2 Residential Zone)

Public Hearing

On December 15, 2006, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands, and to the Islington Woods Community Association. A Public Hearing was held on January 22, 2007. To date, the following comments were provided at the Public Hearing or in writing:

- a) Michael Esmailzadeh, Peter Martinis, and Anthony Coscarella (applicants)
 - The proposal is consistent with other high density in the area.
 - The proposal is consistent with the Regional Official Plan and Provincial Plan policies for residential intensification, mix of housing types and is supportive of transit.
- b) Several persons either spoke at the Public Hearing in opposition of the proposal and related conceptual plan, and/or submitted written letters of concern. Additionally, a petition circulated by Margherita Piersanti, the Owner of 8 Gamble Street, and signed by persons residing in 29 homes also objecting to the proposal in the area was received.

The issues raised at the Public Hearing and within the written correspondence objecting to the proposal include: compatibility; density; design; massing; noise; garbage collection and snow removal; loss of privacy; the lack of amenity and landscape space within the proposal; the lack of visitor parking spaces within the proposal; the inadequacy of the proposed Gamble Street access; light pollution; the loss of the traditional characteristics of the Pine Grove Hamlet; traffic concerns; the impact on Pine Grove Elementary School; and, the need to preserve the Michael O'Rourke house located on 8372 Islington Avenue.

The recommendation of the Committee of the Whole to receive the Public Hearing report dated January 22, 2007, was ratified by Council on January 29, 2007.

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Land Use Status/Planning Considerations

i) Region of York Official Plan

The subject lands are identified as being within the “Urban Area” of the Region of York Official Plan and Islington Avenue is identified as a “Local Corridor”. The Region of York has reviewed the Official Plan Amendment Application and advised that it is of local significance and has exempted it from Regional Approval.

ii) City of Vaughan Official Plan

The subject lands are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #597 (Islington Avenue Corridor Plan), which permits single-detached and semi-detached dwelling units at a maximum permitted density of 8.6 units/ha. The applicant’s proposal is for an 11 unit townhouse project on an 0.18 ha parcel, as shown on Attachment #2, and therefore, an amendment to the Official Plan is required, as the proposal reflects medium density development.

Land Use Context

The subject lands, comprised of 2 existing residential lots with frontage onto Islington Avenue, are situated at the northwest corner of Islington Avenue and Gamble Street. The built form in the area north of Gamble Street and west of Islington Avenue is comprised almost exclusively of established single family residential land use. The subject lands back onto residential lots with frontage onto Roslyn Court. Approximately 200 metres to the west of the subject lands on Gamble Street exists Pine Grove Public School. Further to the west is the Board of Trade Golf Course.

The subject lands immediately abut residential lots occupied by detached dwellings, which is the built form for the entirety of the area bounded by Islington Avenue to the east, Pine Grove Public School to the west, Hayhoe Lane to the north and Gamble Street to the south. The proposed development would introduce a medium density built form immediately abutting an established low density residential area.

The concept plan shown on Attachment #2 illustrates that the subject lands are insufficient in size and of an irregular configuration to successfully integrate the development as proposed into the surrounding low density residential context. The proposed development utilizes the entire site without the opportunity for appropriate buffer areas and screening opportunities that are typically utilized when different land uses and built form abut each other. A driveway is proposed immediately abutting the entire length of the property to the west with no separation distance or buffering opportunities. The Region of York has advised that a road widening along Islington Avenue and a daylight triangle at the corner of Islington Avenue and Gamble Street is required, which would further reduce the developable portion of the subject lands and opportunities to integrate appropriate buffering and screening with the development concept proposed.

The proposed development concept includes a townhouse block located close to the street, which is not consistent with established front yard setback of existing buildings along this portion of Islington Avenue between Hayhoe Lane and Gamble Street. The proposed development alters the established character of this block with respect to the relationship between the established built form and Islington Avenue and the form of development within the block. The development would also have an impact for the landowner to the immediate north, where the existing front wall of the dwelling is almost in line with the rear wall of the proposed development.

The City Engineering Department has also advised that the proposed driveway is located too close to the intersection of Islington Avenue and Gamble Street to operate safely.

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The applications to amend the Official Plan and Zoning By-law for the subject lands to facilitate the townhouse development shown on Attachment #2 would result in a built form that is not in context with the abutting land uses.

Cultural Services/Heritage Vaughan

The subject lands include 8372 Islington Avenue (southerly lot) which is improved with the building known historically as the O'Rourke House. The O'Rourke House is not designated under the Ontario Heritage Act and was not included in the Listing of Significant Heritage Structures approved by Vaughan Council in 2005. The building was, however, included in the City of Vaughan's Inventory of Buildings of Architectural Interest.

Cultural Services has maintained the subject building in the City of Vaughan's Inventory of Buildings of Architectural Interest due to the building's "saltbox" architectural form, its role as a surviving streetscape element of the former hamlet of Pine Grove and its association with a primary and long-standing family in Vaughan Township. Michael O'Rourke had built the original log house there in the mid-19th century.

Cultural Services conducted a Built Heritage Evaluation for 8372 Islington Avenue, in which the building showed a total score of 57 which rates the building at the high end of "Modest Significance". A building must achieve a minimum score of 60 in order for it to be recommended for inclusion in the Listing of Significant Heritage Structures, which must be approved by Vaughan Council.

A Meeting of Heritage Vaughan was held on Wednesday, January 17, 2007, at which 8372 Islington Avenue was considered. At this meeting, Heritage Vaughan carried the recommendation of Cultural Services, which was as follows:

1. That the owner of 8372 Islington Avenue (O'Rourke House) be encouraged to explore reasonable alternatives that afford sympathetic incorporation of the O'Rourke House into any redevelopment proposal for the property.
2. That if, through due diligence, the existing house at 8372 Islington Avenue cannot be preserved on site, that it be relocated to a suitable property within the heritage area of the former hamlet of Pine Grove to the satisfaction of Cultural Services and Heritage Vaughan.
3. That, if no practical solution is found that would preserve the subject building, that Cultural Services be given the authority by Heritage Vaughan to approve a demolition permit."

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 subject lands are comprised of two separate single detached lots, each with an existing access onto Islington Avenue, which is a Regional Road. The Region of York Transportation and Works Department has reviewed the conceptual plan shown on Attachment #2 and has indicated that the Region is protecting for a 30 m right-of-way in this section of Islington Avenue, and as the subject lands are a corner lot, the Region is also protecting for a 7.5 m by 7.5 m daylight triangle. As such, a minimum 3.0 m road widening must be conveyed to the Region.

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Conclusion

The Development Planning Department has reviewed the applications to amend the Official Plan to redesignate the subject lands from “Low Density Residential” to “Medium Density Residential”, and to amend the Zoning By-law to rezone the subject lands from R2 Residential Zone to RM2 Multiple Residential Zone to facilitate the proposed development shown on Attachment #2. The applications have been reviewed in the context of the City Official Plan policies and the surrounding area context. This proposal involves the intensification of two existing single lots located at the northwest corner of the intersection of Islington Avenue and Gamble Street utilizing a built form on an irregular shaped site that does not appropriately integrate into the surrounding context. Accordingly, the Development Planning Department cannot support the proposal and recommends that the applications be refused.

Attachments

1. Location Map
2. Conceptual Site Plan
3. Proposed Elevations

Report prepared by:

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

/CM

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

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Item 91, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

91

**DRAFT PLAN OF SUBDIVISION FILE 19T-04V06
ZONING BY-LAW AMENDMENT FILE Z.04.018
GLEN-50 DEVELOPMENTS NORTH LIMITED/GLEN-50 DEVELOPMENTS LIMITED
REPORT #P.2005.7**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.018 (Glen-50 Developments North Limited / Glen-50 Developments Limited) BE APPROVED, and that the implementing by-law rezone the subject lands from PB2 Parkway belt Complementary Use Zone, in the manner shown on Attachment #3:
 - a) Block 1 to a split EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone;
 - b) Block 2 to EM1 Prestige Employment Area Zone;
 - c) Block 3 to OS1 Open Space Conservation Zone;
 - d) Block 4 to PB1(S) Parkway Belt Linear Facilities Zone;
 - e) an exception to require a minimum 14m building structural setback above and below ground from the respective Highway 427 and Highway 407 right-of way on Blocks 1 and 2.
2. THAT Draft Plan of Subdivision File 19T-04V06 (Glen-50 Developments North Limited/Glen-50 Developments Limited.) prepared by KLM Planning Partners Inc. dated January 18, 2007, BE DRAFT APPROVED as redlined and subject to conditions of approval set out in Attachment #1.
3. THAT the purpose of notice, the subdivision agreement shall contain a provision that cash-in-lieu of the dedication of parkland shall be dedicated and/or cash-in-lieu paid, within the plan in accordance with the Planning Act and conform to the City's approved "Cash-in-lieu of Parkland Policy".

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner had originally submitted applications to amend the Zoning By-law and for Draft Plan of Subdivision approval on the subject lands shown on Attachment #2. The proposed rezoning was from PB2 Parkway Belt Complementary Use Zone to EM1 Prestige Employment Area Zone, EM2 General Employment Area Zone and OS1 Open Space Conservation Zone to facilitate a 39.961 ha employment subdivision. In addition, an Official Plan Amendment Application (OP.04.013) was submitted to permit the additional uses of a Motor Vehicle Sales Establishment and related outside display of new and used vehicles.

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On June 4, 2007, the acting agent provided an email to confirm the Owner had requested the original Official Plan application (OP.04.013) be held in abeyance at this time. In addition, the Zoning of Block 1, which was originally proposed to be a full EM2 General Employment Area General Zone, has been revised to a split EM1 Prestige Employment Area Zone and EM2 Employment Area Zone and a new Block 4 has been added for the Transit Corridor to be zoned PB1 Parkway Belt Linear Facilities Zone, to reflect the approved Huntington Business Park (Block 57/58) Block Plan as shown on Attachment #5. The proposed subdivision plan, and the proposed zoning plan are shown on Attachment #3 and consists of the following:

1 Mixed Prestige Employment Area/General Employment Area Block (Block 1) (EM1 Prestige Employment Area Zone and EM2 General Employment Area Block)	24.680 ha
1 Prestige Employment Area Block (Block 2) (EM2 General Employment Area Zone)	10.207 ha
1 Stormwater Management Block (Block 3) (OS1 Open Space Conservation Zone)	1.157 ha
1 Transit Corridor Block (Block 4) (PB1-S Parkway Belt Linear facilities Zone)	1.27 ha
Roads, Widenings and Reserve Blocks	2.649 ha
TOTAL AREA	39.961 ha

Background - Analysis and Options

The 39.961 ha site is located on the east side of Highway #50, west side of Highway #427 and north side of Highway #407, in Lots 2 and 3, Concession 9, City of Vaughan, as shown on Attachment #2. There is currently a golf facility (Eagle Quest) located on the north portion of the subject lands, with the remaining lands being vacant.

The surrounding land uses are:

- North - Hydro Corridor (PB1-S Parkway Belt Linear Facilities Zone)
- South - Highway #407 (PB1-S Parkway Belt Linear Facilities Zone); dwelling (PB2 Parkway Belt Complimentary Use Zone)
- East - Highway #427 (PB1-S Parkway Belt Linear Facilities Zone)
- West - Regional Road #50; vacant; garden centre/City of Brampton

On December 17, 2004, a Notice of Public hearing was circulated to all property owners within 120m of the subject lands. At the Public Hearing on January 17, 2005, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on January 24, 2005.

On February 9, 2005, the Development Planning Department received a letter from the Canadian Chamber of Commerce expressing concern that "unfortunately over the years, the City has strayed from the Official Plan". The Chamber did not believe that construction of an automobile dealership and its ancillary uses would be the best way to inaugurate development in the area. As noted above, the request for the automobile dealership will not be dealt with at this time.

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Official Plan

The subject lands are designated “Prestige Area” and “Employment Area General” by OPA #450 (Employment Area Plan) as amended by OPA #526, and are further subject to the Huntington Business Park (Block 57/58) Plan as shown on Attachment #5, subject to the following policies:

a) Prestige Area

The “Prestige Area” designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment. It defines areas where it is appropriate to restrict uses, which by nature of their operating characteristics, would contribute to attractive streetscapes, and provide opportunities for employment intensive uses that will take advantage of and support the transit system. A wide range of industrial, office, business and civic uses are permitted, but not outside storage. The implementing zoning is EM1 Prestige Employment Area Zone.

b) Employment Area General

The “Employment Area General” designation accommodates uses which do not require high visual exposure, provides location opportunities for industrial development which may require outside storage or be undertaken outdoors, and that facilities a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and outside storage operations, and transportation and distribution facilities. The implementing zoning is EM2 General Employment Area Zone.

c) Stormwater Management

Urban Ecosystems, the Block Consultant Engineer confirmed in a letter dated January 18, 2007, that the proposed stormwater management block appropriately sized and is located to comply with the Huntington Business Park (Block 57/58) Plan. No buildings or structures are permitted, except where structures are intended for flood or erosion control purposes. The implementing zoning is OS1 Open Space Conservation Zone.

Zoning

The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88, subject to Exception 9(983).

The proposed zoning of the subdivision is shown on Attachment #3. Block 2 abuts Regional Road #50, Highway #407 and Highway #427, and will be zoned EM1 Prestige Employment Area Zone.

A portion of Block 1 also has frontage onto Regional Road #50 and will also be zoned EM1 Prestige Employment Area Zone (westerly boundary will be 120m east of the road). The remaining lands within Block 1 are proposed to be EM2 Employment Area General Zone.

The OS1 Open Space Conservation Zone is proposed to be applied to the stormwater management Pond block (Block 3).

There is also a planned future transitway corridor parallel with Highway 427, which will be zoned PB1-S Parkway Belt Linear facilities Zone, to permit public uses such as the transitway corridor. This zoning is also consistent with the zoning for Highway 427 and 407.

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Block Plan

The proposed draft plan of subdivision as shown on Attachment #4, as redlined, is consistent with the Huntington Business Park (Block 57/58) Plan as shown on Attachment #5 in terms of road pattern, and location of employment and stormwater management pond blocks. Street "1" will form part of a new east/west road that will also run parallel (north/south) to Highway #427 and connect to the lands to the north. The Block Plan was approved by Council on February 27, 2006.

Subdivision Design

The proposed draft of subdivision includes a total of 9 blocks consisting of 1 Prestige Employment Area block, 1 Mixed Prestige Employment Area and Employment Area General block, and 1 Open Space block (stormwater management pond), and 1 Transit Corridor Block with the remaining blocks allocated for roads, reserves and widenings as shown on Attachment #3. Access to the subdivision blocks will be from Huntington Road, with Street "1" providing access into the subdivision plan. The Owner will need to convey or have the current Owner (ORC) convey the portion of land that will connect Street '1' to Regional Road #50 to complete the intersection. Any additional access points directly to and from Regional Road #50 will require Region of Peel and Region of York approval at a later date.

Access onto Highway 50

There is currently a strip of land located between the subject lands and Highway 50 that is within the City of Brampton, and owned by the Ontario Realty Corporation (ORC). With the construction of Highway 407, Highway 50 was realigned to the west, leaving a small parcel of land still within the limits of the City of Brampton. The abutting lands in Vaughan (including the subject Draft Plan of Subdivision) form part of the Block 57/58 West Block Plan.

On May 8, 2006, Council of the City of Brampton received a report regarding a proposed Parkway Belt West Plan Amendment Application regarding the parcel currently owned by the Ontario Realty Corporation and resolved as follows:

"That City staff be directed to request the City of Vaughan to initiate, in conjunction with the City of Brampton, a minor restructuring proposal under Section 173(16) of the Municipal Act, 2001 to annex the triangle of land deleted from the Parkway Way Belt West Plan and the remaining Brampton land east of Highway 50 that is affected by the realignment of Highway 50."

A joint public hearing between the City of Brampton, City of Vaughan, Region of Peel and Region of York was held at Brampton on January 18th, 2007, where their respective jurisdictions were supported of the annexation proposal. As of June 11, 2007. To date, the City of Vaughan Legal Department has confirmed that all of the supporting material has been provided to the Ministry of Municipal Affairs and Housing and they are awaiting confirmation that the Minister has signed the Order. Once signed, the annexation will be effective July 1, 2007.

As a condition of approval, the Owner is to convey the lands as shown on Attachment #4 to complete the intersection of Street '1' and Highway 50, including 15.0 m x 15.0 m daylighting triangles, and associated 0.3m road reserves and 15.0 m returns. The Owner (Glen-50) will need to enter into an arrangement with the ORC to convey the lands to the City's should Glen-50 not purchase the ORC lands for inclusion within their Subdivision plan.

Servicing

The Engineering Department has reviewed the proposed draft plan and provides the following comments:

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a) Servicing Report

In support of the draft plan, the applicant has submitted a Master Environmental Servicing Plan prepared by Urban Ecosystem Limited dated August 1999, and revised dated April 2005 (the "MESP"), confirming the availability of water, sanitary, and storm sewers to develop the lands. The MESP identifies that the municipal services are external and sized to service the draft plan. We summarize the servicing report below.

b) Water System

The draft plan is found within the service area of Pressure District #5 of the York Water Supply System. The draft plan can be provided with a looped water supply by extending the existing 400mm diameter watermain on New Huntington Road and the existing 400mm diameter watermain on Royal Group Crescent and constructing the proposed 400mm diameter watermain on Street '1' within the draft plan.

c) Sanitary Sewer

In review of the construction drawings for the Vaughan West II Industrial Subdivision 19T-03V19, a sanitary sewer has been constructed on Zenway Boulevard and New Huntington Road that can be extended to service the draft plan. The applicant shall pay its proportionate share of the costs for any external municipal services designed and oversized to develop the draft plan such as the costs in the Vaughan West West II Industrial Subdivision 19T-03V19 agreement and the special area development charges.

d) Storm Drainage

The MESP proposes a stormwater pond on the draft plan, the "SWM Facility A3", to service both the subject draft plan and abutting external developing lands within the Block Plan. Prior to subdivision approval, the applicant shall provide a storm water management report for the review and approval of the city. This report shall describe the proposed drainage system to develop the draft plan and include, but not be limited to, the following items:

- (i) Plans illustrating the proposed system and its connection into the existing storm system;
- (ii) Stormwater management techniques that may be required to control minor or major flows; and
- (iii) Proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

e) Roads

The MESP proposes to construct the road network using the current City of Vaughan road design standards within the draft plan.

f) Street-lighting

The street-lighting shall meet the City criteria within the draft plan including the intersection of Street '1' and Highway 50.

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g) Environmental Site Assessment

On October 6, 2007, the City's Environmental Engineer confirmed that the "Phase 1 Environmental Site Assessment" prepared by Soil Probe Ltd., dated September 13, 2006, is acceptable to the City. Prior to final approval (i.e. registration of the plan of subdivision), Soil Probe will have to provide the City of Vaughan with a certification letter, certifying the three (3) above-ground storage tanks, 2 in front of the residential house on a concrete pad and 1 in the basement of the house, are decommissioned and disposed off site properly, and the 45-gallon storage drum for waste oil and the various paint, thinners & miscellaneous maintenance chemicals, as delineated in the said report, are properly removed and disposed off site as well."

The conditions of approval with respect to the City Engineering Department's requirements have been included in Attachment #1 – Conditions of Approval.

Region of York

The Region of York Transportation and Works Department has reviewed the proposed draft plan and provides the following comments:

"Prior to final approval of the draft plan of subdivision, the draft plan requires revisions to accurately reflect the following:

- a) The lands currently owned by the Province of Ontario anticipated to be incorporated into the plan of subdivision including the lands in Lot 1, Concession 9, Northern Division, City of Brampton
- b) The boundary between the City of Vaughan and the City of Brampton
- c) The geographic description of the lands in the City of Brampton, ie. Lot 1, Concession 9, Northern Division."

There is no objection to approval of the subdivision plan, subject to the comments above and the conditions of approval with respect to the Region of York's requirements being included in Attachment #1 – Conditions of Approval.

Ministry of Transportation Ontario (MTO)

In a letter dated September 15, 2005, the MTO advised that the proposal will not directly impact the potential extension of Highway #427 and that Block 4 being allocated as a Transit Corridor is acceptable. The 407 ETR also reviewed the proposal and has the following comments:

- A detailed Stormwater Management Report shall be submitted for review prior to any site grading being undertaken.
- The developer will be required to obtain all approvals and building and land/use encroachment permits from the MTO for any works including site grading, drainage and buildings. 407 ETR should be circulated on any future proposal for this property.
- The developer will be required to enter into an agreement with 407 ETR for shielding of the high mast lighting on Highway #407. The developer shall be responsible for 100% of the cost of any required shielding.
- Any noise barrier walls or retaining wall shall be located within the development lands and the developer shall be responsible for 100% of the construction cost and maintenance.
- No access points will be granted to either Highway #407 or #427. It should be noted that 407 ETR lands extend north on Highway #427 in the southbound lands to Sta.18+882 and 407 ETR should be included for review of any work in this general area.

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The MTO requires any new buildings/structures (including detention ponds and internal roads) above and below ground to be setback a minimum distance of 14 m from the Highway #427 and Highway #407 property lines. Ministry permits are required for all grading and servicing work as well as for all buildings/structures located within 46m from Highway #427 and Highway #407 and the intersection of Highway #407 and Regional Road 50, prior to any construction being undertaken.

The conditions of approval with respect to MTO requirements have been included in Attachment #1 – Conditions of Approval. An exception will also be included in the recommendation of this report to include a 14 m structural setback from the highway right-of-way on Blocks 1 and 2, as an exception to be including in the implementing zoning by-law, if the zoning application is approved.

City of Brampton

In a letter dated June 6, 2006, the City of Brampton requested documentation on how the proposal will provide for the protection of the future highway and transitway based on discussions between Brampton and Vaughan. As indicated above, the MTO has confirmed that the allocated lands for the transitway, Block 4, is sufficient.

The City of Brampton is also requesting that the development be consistent with the Boundary Area Transportation Study (BART) which has identified local road network/improvements and the Draft Environmental Assessment (EA) Terms of Reference, which are currently underway. In addition, the impact of the proposed development on the Claireville Conservation Area in the City of Brampton should be considered and addressed. Any future development abutting Regional Road #50 will be circulated to the City of Brampton for their review and approval.

Region of Peel

In a letter dated May 17, 2005, the following comments were provided:

“The subject lands are adjacent to Regional Road 50, as such the proposed development may impact the Regional road network. The applicant must submit a detailed Traffic Impact Study (TIS) detailing the impact on the Regional road network and identifying any mitigation measures necessary. Terms of Reference must be submitted for review prior to study commencement. Further, access location and road/street connection, type and geometrics will be determined during the review of the traffic impact study.

In addition, the applicant must submit a draft reference plan illustrating land dedication along Highway 50 to the appropriate municipalities for sufficient widening, free and clear of all encumbrances.

Finally, the applicant is required to submit a draft reference plan with the necessary title documents and parcel abstracts to confirm the Region's ownership of the right-of-way. All costs associated with the land transfer are 100% at the cost of the Developer/Owner.

A detailed engineering submission will be required for review and comment.”

The conditions of approval with respect to Region of Peel requirements have been included in Attachment #1 – Conditions of Approval

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Utilities

PowerStream Inc. has no objection to the proposed draft plan of subdivision subject to the Developer entering into a separate subdivision agreement with them to address hydro matters. The Developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, and compatible with the existing and/or proposed systems, in the surrounding plans of subdivision, all in accordance with PowerStream and City of Vaughan standards and specifications, and latest revisions.

Toronto and Region Conservation Authority (TRCA)

In a letter dated August 16, 2006, the TRCA confirmed that the Block 57/58 West Block Plan has been approved, and the TRCA has no objections to the approval of the Draft Plan of Subdivision and Zoning Amendment applications subject to conditions of approval which have been included in Attachment #1 – Conditions of Approval.

Archaeological Assessment

As of June 12, 2007 the Development Planning Department has not received confirmation from the Cultural Services Division that an Archaeological Assessment has been carried out for the subject property.

The Ministry of Culture requires archaeological assessments to be carried out for Draft Plans of Subdivision on undeveloped lands. As such an archaeological assessment report must be conducted on the subject property and be carried out by a licensed archaeologist and prepared according to the *Ministry of Citizenship, Culture and Recreation approved Archaeological Assessment Technical Guidelines, dated 1993*. The Archaeological assessment should be submitted to both the City and the said Ministry of review and approval.

Parkland

The Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, under Section 42 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

Relationship to Vaughan Vision

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

Conclusion

The Development Planning Department has reviewed the proposed draft plan of subdivision in accordance with the policies of OPA #450, the approved Block Plan and the provisions of By-law 1-88, as well as, the existing and proposed developments in the surrounding area. The Development Planning Department considers the proposed subdivision development to facilitate industrial employment uses to be desirable and appropriate, and in keeping with the approved Huntington Business Park Block Plan.

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For these reasons, the Development Planning Department recommends approval of the draft plan of subdivision shown on Attachment #4, as red-lined subject to the conditions of approval outlined in Attachment #1. The Development Planning Department also supports the approval the approval of the related Zoning By-law Amendment Application, to rezone the subject lands in the manner shown on Attachment #3, to implement the proposed subdivision plan.

Attachments

1. Conditions of Approval
2. Location Map
3. Proposed Subdivision and Zoning
4. Red-lined Draft Plan of Subdivision 19T-04V06 (June 18, 2007)
5. Huntington Business Park – Block Plan

Report prepared by:

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

/LG

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

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Item 92, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

92

**SITE DEVELOPMENT FILE DA.06.055
2056668 ONTARIO INC.**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 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.06.055 (2056668 Ontario Inc.) BE APPROVED, to permit a neighbourhood commercial development on the subject lands shown on Attachment #1, and consisting of 13 single-storey, multi-unit, and freestanding commercial buildings, subject to the following conditions:
 - a) that prior to the execution of the site plan agreement:
 - i) the site plan, building elevations, landscaping plan, landscape cost estimate, and signage package shall be approved to the satisfaction of the Development Planning Department;
 - ii) the site servicing and grading plans, stormwater management report, access, parking, on-site vehicular circulation, and the parking study shall be approved by the Engineering Department;
 - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
 - iv) the final site plan and elevations shall be reviewed by the Block 12 Control Architect;
 - v) Minor Variance Application A264/06 shall be amended to reflect the additional variances as outlined in this report and shall be approved by the Vaughan Committee of Adjustment and the Committee's decision shall be final and binding;
 - vi) all requirements of the Toronto and Region Conservation Authority shall be satisfied; and
 - vii) all requirements of the Region of York Transportation and Works Department shall be satisfied;
 - b) that the site plan agreement include the following clauses:
 - i) the Owner shall agree not to conduct loading during school hours;
 - ii) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with the Planning Act.

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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 (File DA.06.055) on the subject lands shown on Attachment #1 for a neighbourhood commercial development consisting of 13 single storey, multi-unit and freestanding commercial buildings with a total commercial floor area of 16,302.30 m².

Background - Analysis and Options

The vacant 7.0 ha subject lands, shown on Attachment #1, are located at the northeast corner of Dufferin Street and Major Mackenzie Drive, in Part of Lot 21, Concession 2 (Planning Block 12), City of Vaughan. The surrounding land uses are:

- North - Eagles Landing Road; approved residential (RS1 Residential Semi-Detached Zone; RD3 Residential Detached Zone Three)
- South - open space (OS5 Open Space Environmental Protection Zone); Major Mackenzie Drive; existing residential (RR Rural Residential Zone) valley (OS5 Zone);
- East - Sir Benson Drive; existing stormwater management pond (OS1 Open Space Conservation Zone); approved residential (RD4 Residential Detached Zone Four)
- West - Dufferin Street; existing golf course (OS2 Open Space Park Zone, OS5 Open Space Environmental Protection Zone); approved automobile service station (C1 Restricted Commercial Zone)

Official Plan

The subject lands are designated "Neighbourhood Commercial Centre" by OPA #600 and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The proposed development of the site for commercial uses conforms to the Official Plan.

Zoning

The subject lands are zoned C4 Neighbourhood Commercial Zone, subject to Exception 9(1198) by By-law 1-88. The proposed commercial use conforms to the Zoning By-law.

The Owner has applied for a minor variance to the Committee of Adjustment (File A264/06) to facilitate the proposed commercial development with a parking ratio of 4.75 parking spaces per 100 m² gross floor area, whereas By-law 1-88 requires 6.0 parking spaces per 100 m² gross floor area. The Owner also requested an increase in the ingress/egress driveway aisle width from the maximum of 7.5 m to 11.01 m measured along the street line abutting Sir Benson Drive. Application A264/06 was scheduled to be considered by the Committee of Adjustment on February 7, 2007, however was deferred sine die pending Vaughan Council's consideration of the Site Development Application (File DA.06.055). The proposed variance to increase the driveway width to 11.01 m is not required, as the By-law permits a maximum width of 13.5 m to and from a loading space.

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Upon detailed review of the site plan, it was determined that the following additional variances are required to facilitate the proposed site plan:

- i) permit a drive-through facility to be also associated with a bank, whereas the By-law only permits a drive-through to be accessory to a Convenience Eating Establishment; and,
- ii) permit a landscape strip width of 5 m adjacent to the Building "J" drive-through along Sir Benson Drive, whereas a minimum 6.0 m width is required abutting a street line.

The Owner is required to amend the Minor Variance Application (File A264/06) to include the additional variances for consideration by Vaughan Committee of Adjustment, which the Development Planning Department can support. The proposed reduction in parking will be discussed in the "Parking" section of this report

Site Plan

The site plan, as shown on Attachment #2, consists of 13 multi-unit retail commercial buildings, being all one-storey in height. The site is unique in that all four property lines abut a street line. As a result, the site is designed with the buildings organized along the perimeter of the lot, with the exception of Buildings "L", "M", and "N", and the parking areas, which are located in the centre of the subject lands. Buildings "L", "M", and "N" are situated within the parking area, which will assist to break up the extensive asphalt paved parking area.

The open space area abutting the southwest portion of the subject lands provides an opportunity to create a visual vista into the site from the arterial roads. The Owner has proposed an outdoor patio for Buildings "F" and "G" that overlook the open space area to create additional usable amenity space. Building "F" will be flanked by two, 2-storey portions of the adjacent retail buildings to create a visual focal point from the arterial roads.

The site plan shows two drive-through locations for Buildings "H" and "J". The drive-through associated with Building "H" is situated along Major Mackenzie Drive. The Owner will be required to provide adequate landscaping to screen the drive-through facility from the street. The drive-through associated with Building "J" is associated with a financial institution use and will be situated along the north side of the building, away from Major Mackenzie Drive.

All garbage areas will be enclosed and form part of the buildings. Garbage and snow removal will be by private pick-up. The Development Planning Department is generally satisfied with the proposed site plan.

Access and Parking

Four access points are proposed on the site plan, as shown on Attachment #2, including one from Major Mackenzie Drive, one from Sir Benson Drive, and two from Eagles Landing Road. The loading route to service the proposed food store in Building "A" entails the movement of trucks during off hours of operation of the commercial development from Eagle's Landing Road to the loading entrance on the north side of the building. The Owner has reassured the City that all loading will not be conducted during school hours. A condition of approval is included in this report, to this effect. The trucks will egress from the site at the Sir Benson Drive access point.

The site plan shows a total of 861 parking spaces, including 15 handicapped parking spaces. Based on a parking ratio of 6.0 spaces per 100 m² gross floor area as set out in By-law 1-88 for a "Shopping Centre" use, the following are the parking requirements:

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Parking Ratio	Required Parking
Shopping Centre (16,302.30 m ² @ 6/100 m ² GFA)	979
Handicap Spaces	10
Total Required Parking	979, including 10 handicapped spaces
Total Parking Proposed	861, including 15 handicap spaces

The proposed site plan is deficient in required parking spaces by 118 spaces. The Owner has applied for a minor variance (File A264/06) to permit a reduction of the parking ratio from 6 spaces per 100 m² gross floor area to 4.75 parking spaces per 100 m² gross floor area. A total of 775 parking spaces would be required with the ratio of 4.75 parking spaces per 100 m² gross floor area. The Owner has submitted a parking study prepared by Poulus Chung in support of the reduction of the parking ratio. The Development Planning Department has supported reductions in parking ratio in the past for commercial development and has no objections to the variance for the reduction of the parking standard from 6 spaces per 100 m² gross floor area to 4.75 spaces per 100 m² gross floor area, which must be approved by Vaughan Committee of Adjustment.

Elevations

The proposed building elevations are shown on Attachments #4 to #16. The primary building materials used for the development is a brown brick stone siding. The Development Planning Department is generally satisfied with the proposed elevations resulting from a series of meetings with the Owner. The Development Planning Department endeavours for a quality building elevation along Dufferin Street and Major Mackenzie Drive that will provide similar architectural elements to that of the existing golf course club house on the west side of Dufferin Street. To facilitate this, the Development Planning Department requires that Buildings 'E', 'F' and 'G' be surfaced predominately with brick masonry and stone pier accents. At least 50% vision glazing is required for Building 'I' to animate the elevations and provide a more positive relationship with the street, as a large area of the south building façade utilizes spandrel glazing.

The Development Planning Department will ensure that all mechanical roof top units will not be visible from the street. The Owner proposes back-lit sign boxes, which will not be conducive to the elevations the Development Planning Department envisions for this site. It is recommended that awning signs, single channel illuminated signage or ideally fascia sign boards with gooseneck lighting where the colour and material palette is uniform to reduce visual clutter at this gateway corner be utilized for the signage. The Owner has been advised of this request.

The Development Planning Department will continue to work with the Owner to create a positive elevation along the street lines, to the satisfaction of the Development Planning Department.

Landscape Plan

The proposed landscape plan is shown on Attachment #3. The Development Planning Department is generally satisfied in principle with the proposed landscape plan. The Development Planning Department has requested that the Owner consider providing a more contiguous internal pedestrian walkway system and an entry feature into the site from Major Mackenzie Drive consisting of a combination of landscaping and limestone masonry structural elements. Additional screening will be required in the form of large caliber soft landscaping in the vicinity of the loading areas of Buildings 'E' and 'F'. With respect to the patio area in front of Buildings 'F' and 'G', the Development Planning Department recommends that the patios be enlarged and connected to create an attractive pedestrian node and a contiguous pedestrian walkway should run along the south sides of Buildings 'E', 'F', and 'G'. Additional landscaped screening will be required between the drive through facilities and the street. The Owner will also

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be required to provide additional landscaping along Eagles Landing Road to screen the loading areas and the rear of Buildings “A”, “B” and “C”, to the satisfaction of the Development Planning Department.

The Development Planning Department will continue to work with the Owner to create a positive and pedestrian oriented development, to the satisfaction of the Development Planning Department.

Block 12 Control Architect Approval

The proposed site plan and elevation drawings will be required to be reviewed by the Control Architect for Block 12, being Watchorn Architects. A condition of approval is included in this report, to this effect.

Region of York

The Region of York Transportation and Works Department is protecting a 36.0 m right-of-way for the section of Dufferin Street. York Region has stated that the Owner shall, as a condition of site plan approval, convey to York Region sufficient property to provide an 18.0 m setback from the centreline of construction of Major Mackenzie Drive and Dufferin Street and a 0.3 m reserve across the full frontage of the site where it abuts Dufferin Street and Major Mackenzie Drive for public highway purposes, free of all costs and encumbrances.

The Owner will be required to satisfy all requirements of the Region of York. A condition of approval is included in this respect.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority has received the proposed site plan, grading and servicing plans, and the stormwater management report for review. The Owner will be required to satisfy all requirements of the Toronto and Region Conservation Authority. A condition of approval is included in this respect.

Services

The Owner will be required to satisfy all requirements of the City's Engineering Department with respect to site servicing, grading and storm water management. All hydro requirements must be addressed to the satisfaction of PowerStream Inc. Waste disposal services and snow removal will be carried out by private contractors.

Parkland Dedication

The Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, 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 site plan must be reviewed and approved to the satisfaction of the Region of York Transportation and Works Department, as the site has access onto Major Mackenzie Drive, being a Regional Road. The Region of York will be a signing party to the site plan agreement.

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Conclusion

The Development Planning Department has reviewed Site Development File DA.06.055 in accordance with the policies of OPA #600 and OPA #604, the requirements of By-law 1-88, and in the context of the surrounding land uses. The Development Planning Department is generally satisfied with the proposed application to permit a commercial plaza consisting of 13 single storey, multi-unit, and freestanding commercial buildings and can support the proposed development, subject to the comments and recommendations in this report, and the Owner obtaining approval of the necessary variances from the Committee of Adjustment for Minor Variance Application A264/06.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building 'A' Elevations
5. Building 'B' Elevations
6. Building 'C' Elevations
7. Building 'D' Elevations
8. Building 'E' Elevations
9. Building 'F' Elevations
10. Building 'G' Elevations
11. Building 'H' Elevations
12. Building 'I' Elevations
13. Building 'J' Elevations
14. Building 'L' Elevations
15. Building 'M' Elevations
16. Building 'N' Elevations

Report prepared by:

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/LG

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

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Item 93, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

93

**ZONING BY-LAW AMENDMENT FILE Z.06.060
DRAFT PLAN OF SUBDIVISION FILE 19T-06V11
ARGLEN ESTATE LIMITED
REPORT #P.2006.71**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007:

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.060 (Arglen Estate Limited) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject lands shown on Attachment #2 from A Agricultural Zone to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RS1 Residential Semi-Detached Zone, and RT1 Residential Townhouse Zone as shown on Attachment #3.
2. THAT Draft Plan of Subdivision File 19T-06V11 (Arglen Estate Limited) as shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1.
3. THAT Council pass the following resolution with respect to the allocation of sewage and water servicing capacity:

“IT IS HEREBY RESOLVED THAT proposed Draft Plan of Subdivision Application 19T-06V11, Phase 2, is allocated sewage capacity from the York-Durham Servicing Scheme via the North Don Collector on an interim basis and ultimately via the Bathurst Street Trunk sewer once constructed, and water supply capacity from Pressure District No. 7 of the York Water Supply System for a total of 15.5 residential units, following the execution of a subdivision agreement to the satisfaction of the City.”
4. THAT prior to final approval of the Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 18 to the satisfaction of the City. The agreement shall be regarding, but not limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 18. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and conform to the City's "Cash-in-lieu of Parkland Policy". If required, non-participating owners shall be required to pay additional cash-in-lieu to the City.

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:

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1. A Zoning By-law Amendment Application (File Z.06.060) to amend By-law 1-88 to rezone the subject lands shown on Attachment #2 from the A Agricultural Zone to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RS1 Residential Semi-Detached Zone, and RT1 Residential Townhouse Zone, as shown on Attachment #3; and
2. An application for Draft Plan of Subdivision approval (File 19T-06V11) on the subject lands shown on Attachment #3, consisting of 3 full lots and 15 part blocks to be combined with the adjacent approved blocks (in approved Plans of Subdivision 19T-00V14 and 19T-00V19), that will result in a total of 27 residential lots, as follows:

13 single detached residential units (Lots 1-2, Blocks 8-18)	0.414 ha
8 semi-detached residential units (Lot 3, Blocks 4-6)	0.182 ha
6 street townhouse units (Block 7)	0.112 ha
1 greenway block (Block 19) and 1 day lighting block (Block 20)	<u>0.048 ha</u>
TOTAL	0.756 ha

Background - Analysis and Options

The subject lands are located on the west side of Dufferin Street, between Major Mackenzie Drive and Rutherford Road, in Part of Lot 19, Concession 3, within Planning Block 18, City of Vaughan, as shown on Attachment #2. The 0.756 ha parcel of land is for a residential draft plan of subdivision that ultimately will be combined with the approved subdivisions to the north and west, being Ivy Glen Developments Inc. (Plan of Subdivision File 19T-00V14) and the approved subdivision to the south, being Arband Investments Inc. (Plan of Subdivision File 19T-00V19), as shown on Attachment #2. The surrounding land uses are:

- North - approved Plan of Subdivision 19T-00V14 – future residential; Ivy Glen Drive (RD3(H) – Residential Detached Zone Three with the Holding Symbol “H”)
- South - approved Plan of Subdivision 19T-00V19 – future residential; Sir Sanford Fleming Way (RS1(H) and RT1(H) – Residential Semi-Detached Zone)
- East - Dufferin Street; open space in Planning Block 11 (OS5 Open Space Environmental Protection Zone)
- West - approved Plan of Subdivision 19T-00V14 – future residential; Sir Sanford Fleming Way (RD3(H) and RD4(H) – Residential Detached Zone Three and Four each with the Holding Symbol “H”)

On November 17, 2006, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands and to the Maplewood Ravines Community Association. As of June 14, 2007, no comments have been received by the Development Planning Department. The recommendation of the Committee of the Whole on December 11, 2006 to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on December 18, 2006.

Official Plan

The subject lands are designated “Medium Density Residential/Commercial” by OPA #600 and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan). The Official Plan designation permits a range of housing forms, including detached, semi-detached, and street townhouses. The draft plan of subdivision conforms to the Official Plan.

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Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. An amendment to the Zoning By-law is required to rezone the subject lands from A Agricultural Zone to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RS1 Residential Semi-Detached Zone, and RT1 Residential Townhouse Zone, to facilitate the proposed draft plan of subdivision, and to ensure consistent zoning with the existing surrounding zoning on the adjacent subdivision plans, in the manner shown on Attachment #3.

Both Ivy Glen Developments and Arband Investments have filed Zoning Amendment applications to remove the Holding Symbol "H" from their respective lands (Files Z.07.020 and Z.07.021), as Block 18 moves forward with Phase 2 registrations.

Subdivision Design

The draft plan of subdivision shown on Attachment #3, has an area of 0.756 ha and frontage of 54.93 m along Dufferin Street, and is for a residential development that ultimately will be combined with the approved draft plan of subdivisions to the north and west, being Ivy Glen Developments Inc. (Plan of Subdivision File 19T-00V14) and to the south, being Arband Investments Inc. (Plan of Subdivision File 19T-00V19). Below is a summary of the proposed lots and part lots and the resulting unit count:

Lot / Block	Housing Type	Unit Allocation	Total Lots
Lots 1 and 2	Single Detached	2	2
Lot 3	Semi-Detached	2	2
Blocks 4, 5, and 6	Semi-Detached	3	6
Block 7	Townhouses	3	6
Blocks 8 to 16	Single Detached	4.5	9
Blocks 17 and 18	Single Detached	1	2
Blocks 19 and 20	Sight Triangle / Buffer Block	n/a	n/a
Total		15.5	27

The proposed plan of subdivision consists of three full lots of which Lots 1 and 2 are for two detached dwelling units and Lot 3 will be for a semi-detached dwelling. The remainder of the plan of subdivision consists of blocks to be merged with the approved blocks to the north, west, and south for a total of 27 lots. The lots will have access onto Sir Sanford Fleming Way and Ivy Glen Drive. For the purposes of servicing allocation, a total of 15.5 units are required, which will be discussed in detail later in this report.

City Engineering Department

i) Environmental Site Assessment (ESA)

A Phase 1 Environmental Site Assessment (ESA) Report has been approved to the satisfaction of the Engineering Department. The Record of Site Condition, under Registration Number 16304, has been filed with the Ontario Ministry of the Environment.

ii) Servicing

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on February 26, 2007 and pursuant to the Region of York's Bathurst Trunk In-line Control System

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approval letter dated April 30, 2007 allowing presales of Phase 2 units in Blocks 11, 12 and 18 (East portion), and the Region of York's Maple Collector Interim Capacity approval letters dated March 1, 2007 and May 25, 2007 allowing presales of Phase 2 units in Block 18 (west portion), and updated unit distribution letter dated March 25, 2007, formal allocation of servicing allocation capacity may be recommended for approval by Council. Based on the information received from the Block 18 Trustee, the total allocated units noted above shall be distributed as follows:

- Arglen Estates Limited (Plan of Subdivision File 19T-06V11) = 15.5 residential units.

The proposed residential subdivision will ultimately be combined with the approved subdivision to the north and west (6.5 units - Ivy Glen Developments Inc. - Plan of Subdivision File 19T-00V14) and the approved subdivision to the south (9 units - Arband Investments Inc. - Plan of Subdivision File 19T-00V19).

Region of York

The Region of York has no objection to the proposed plan of subdivision, subject to the conditions of draft approval provided on Attachment #1.

School Boards

The York Region District School Board, York Catholic District School Board, and Conseil Scolaire de District Catholique Centre-Sud, have no objections to the proposed draft plan of subdivision.

Canada Post

Canada Post Corporation has no objection to the proposed plan of subdivision, subject to the conditions of draft approval provided on Attachment #1.

Relationship to Vaughan Vision 2007

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

Regional Implications

The Region of York has provided conditions of subdivision approval, which will need to be satisfied, as a condition of registration of the final subdivision plans.

Conclusion

The Development Planning Department has reviewed the applications for Draft Plan of Subdivision and Zoning By-law Amendment to facilitate the approval of 3 full lots and 15 part blocks to be combined with the adjacent approved blocks (in approved Plans of Subdivision 19T-00V14 and 19T-00V19), that will result in a total of 27 residential lots, in the context of the applicable Official Plan policies, By-law 1-88, the existing and planned land uses in the surrounding neighbourhood, the City's Servicing Capacity Distribution Protocol, and the Region of York's Maple Collector Interim Capacity approval letters.

The Development Planning Department is satisfied that the draft plan of subdivision, as shown on Attachment #3, and the Zoning Amendment Application to rezone the subject lands from A Agricultural Zone to RD3 Residential Detached Zone Three, RD4 Residential Detached Zone Four, RS1 Residential Semi-Detached Zone, and RT1 Residential Townhouse Zone, are appropriate to facilitate the draft plan of subdivision and to bring into conformity the zoning of the subject lands with the existing surrounding zoning.

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The Development Planning Department can support the approval of the Draft Plan of Subdivision (File 19T-06V11) and Zoning By-law Amendment (File Z.06.060) applications, subject to the conditions and recommendations in this report.

Attachments

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-06V11 with Proposed Zoning

Report prepared by:

Stephen Lue, Planner, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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Item 94, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

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**ZONING BY-LAW AMENDMENT FILE Z.06.045
DRAFT PLAN OF SUBDIVISION FILE 19T-06V07
BELMONT PROPERTIES
REPORT # P.2006.55**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 18, 2007, subject to replacing “15m” with “18m” in Clause 1. a):

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.045 (Belmont Properties) BE APPROVED, specifically to amend By-law 1-88 for the subject lands shown on Attachment #3, as follows:
 - a) rezone Lots 537 to 554 inclusive, from A Agricultural Zone to RD2(H) Residential Detached Zone Two with the Holding Symbol “H” to facilitate 18 lots with a minimum lot frontage of 15 m, a minimum lot area of 450 m² and a minimum lot depth of 30 m, for detached dwelling units;
 - b) rezone Lots 1 to 31 inclusive, Lots 38 to 99 inclusive, Lots 120 to 536 inclusive, Lots 555 to 655 inclusive, Blocks 656 to 670 inclusive and Blocks 673 to 681 inclusive, from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the Holding Symbol “H” to facilitate 623 lots with a minimum lot frontage of 12 m, a minimum lot area of 324 m² and a minimum lot depth of 27 m, for detached dwelling units;
 - c) rezone Blocks 32 to 37 inclusive, Blocks 100 to 119 inclusive, Block 671 and Block 672, from A Agricultural Zone to RT1(H) Residential Townhouse Zone with the Holding Symbol “H” to facilitate 28 blocks for 145 lots with minimum lot frontages of 6 m per unit, with minimum lot areas of 16 2m² per unit and minimum lot depths of 27 m, for street townhouses dwelling units;
 - d) rezone Block 682, from A Agricultural Zone to C3(H) Local Commercial Zone with the Holding Symbol “H” to facilitate a 0.773 ha commercial block;
 - e) rezone Block 684, from A Agricultural Zone to RD3(H) Residential Detached Zone Three with the Holding Symbol “H” to facilitate a 2.432 ha proposed elementary school site;
 - f) require that prior to the removal of the Holding Symbol “H” from any Residential Zone for Lots 1 to 31 inclusive, Lots 38 to 99 inclusive, Lots 120 to 655 inclusive, Blocks 656 to 670 inclusive, Blocks 673 to 682 inclusive and Block 684, that water supply and sewage servicing capacity shall be identified and allocated by the City and that prior to the removal of the Holding Symbol “H” from the C3(H) Local Commercial Zone that a Site Development Application be approved by the Council of Vaughan;

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- g) permit only the production of field crops or a use legally existing as of the date of enactment of the implementing by-law for the Blocks 671 to 681 inclusive with the Holding Symbol “H” where the Holding Symbol “H” can only be lifted when the Blocks are developed with the adjacent lands to the east and south;
 - h) rezone Blocks 686 to 688 inclusive from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate 3 blocks totaling 9.593 ha for stormwater management pond facilities;
 - i) rezone Block 689 from A Agricultural Zone to OS1 Open Space Conservation Zone to facilitate the 0.995ha valleylands;
 - j) rezone Block 683 from A Agricultural Zone to OS2 Open Space Park Zone to facilitate a 1.581 ha neighbourhood park block;
 - k) rezone Block 685 from A Agricultural Zone to OS2 Open Space Park Zone to facilitate a 2.426 ha district park block;
 - l) rezone Blocks 690, 691, 693 and 694 from A Agricultural Zone to OS2 Open Space Park Zone to facilitate 4 linear park blocks;
 - m) rezone Block 692 from A Agricultural Zone to OS4 Open Space Woodlot Zone for the existing woodlot; and,
 - n) include any necessary zoning exceptions required to implement the approved Draft Plan of Subdivision.
- 2. THAT prior to the enactment of the implementing zoning by-law, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.
 - 3. THAT Draft Plan of Subdivision 19T-06V07 (Belmont Properties), as red-lined (June 18, 2007), and shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1 to this report.
 - 4. THAT for the purposes of notice, the implementing subdivision agreement for Draft Plan of Subdivision 19T-06V07 (Belmont Properties), shall contain a provision that parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands be paid, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved “Cash-in-Lieu of Parkland Policy”. The Owner shall submit an approved appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
 - 5. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.
 - 6. THAT the following street names for Phase 1 of Draft Plan of Subdivision 19T-06V07 (Belmont Properties), as shown on Attachment #5, BE APPROVED:

<u>Street</u>	<u>Proposed Name</u>
Street “1”	Chatfield Drive
Street “2”	Lawford Road

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Streets “4” & “6”	Wardlaw Place
Street “5”	Trammel Drive
Street “7”	Lindbergh Drive
Street “8”	Sedgewick Place
Street “9”	Dundonnell Place
Street “10”	Gorman Avenue

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 to:

1. Amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #3 from A Agricultural Zone to:
 - RD2(H) Residential Detached Zone Two with the Holding Symbol “H” for Lots 537 to 554 inclusive for detached dwelling units;
 - RD3(H) Residential Detached Zone Three with the Holding Symbol “H” for Lots 1 to 31 inclusive, Lots 38 to 99 inclusive, Lots 120 to 536 inclusive, Lots 555 to 655 inclusive, Blocks 656 to 670 inclusive and Blocks 673 to 681 inclusive for detached dwelling units;
 - RT1(H) Residential Townhouse Zone with the Holding Symbol “H” for Blocks 32 to 37 inclusive, Blocks 100 to 119 inclusive, Block 671 and Block 672 for street townhouse dwelling units;
 - C3(H) Local Commercial Zone with the Holding Symbol “H” for Block 682 for commercial uses;
 - RD3(H) Residential Detached Zone Three with the Holding Symbol “H” for Block 684 for a proposed elementary school site;
 - OS1 Open Space Conservation Zone for Blocks 686 to 688 inclusive for 3 stormwater management pond facilities;
 - OS1 Open Space Conservation Zone for Blocks 689 for the valleylands;
 - OS2 Open Space Park Zone for Block 683 for a neighbourhood park;
 - OS2 Open Space Park Zone for Blocks 685 for a district park;
 - OS2 Open Space Park Zone for Blocks 690, 691, 693 and 694 for linear parks; and,
 - OS4 Open Space Woodlot Zone for Block 692 for the existing woodlot.
2. Approve a Draft Plan of Subdivision shown on Attachment #3 consisting of the following:
 - 18 lots for detached dwelling units with frontages ranging from 16.6 m to 18.3 m and 623 lots for detached dwelling units with frontages of 12.2 m and 145 street townhouse units for a total of 786 residential units on an area of 30.94 ha;
 - 1 local commercial block of 0.773 ha;
 - 1 elementary school block of 2.432 ha;
 - 1 neighbourhood park block of 1.581 ha;
 - 1 district park block of 2.426 ha;
 - 1 existing woodlot and 3 linear park blocks of 1.024 ha;

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- 3 stormwater management pond blocks of 9.593 ha;
- 1 valleyland block of 0.995 ha;
- road widening block of 0.156 ha; and,
- 0.3 m reserves, buffers and streets of 13.787 ha.

Background - Analysis

The subject lands shown on Attachment #2 are located on the west side of Weston Road, north of Major Mackenzie Drive, in Part of Lot 22, Concession 6, City of Vaughan. The subject lands have an area of 63.70 ha, with 384.74 m of frontage along Weston Road and a depth of 1,483.48m.

The subject lands are designated "Low Density Residential", "Medium Density Residential/Commercial", "Elementary School", "Greenway System", "Neighbourhood Park", "District Park", "Storm Water Management" and "Valley Lands", and are within the "Passer Estates Waste Disposal Assessment Area" by OPA #600, as shown on Attachment #5, and "Low-Rise Residential" and "Storm Water Management Pond" by OPA #650 (Vellore Village District Centre Plan), as shown on Attachment #6. On April 24, 2006, Council approved the Block 40 South Block Plan, as shown on Attachment #7, subject to conditions. The subject lands are zoned A Agricultural Zone by By-law 1-88, as shown on Attachment #2. The subject lands currently consist of agricultural lands. The surrounding land uses are:

- North - agricultural, Draft Plans of Subdivision 19T-06V04 and 19T-06V10 (A Agricultural Zone)
- South - agricultural (A Agricultural Zone); residential (RR Rural Residential Zone)
- West - agricultural (A Agricultural Zone); woodlot (OS4 Open Space Woodlot Zone)
- East - Weston Road; stormwater management pond facility (OS1 Open Space Conservation Zone); residential (RD3 Residential Detached Zone Three)

Public Hearing

On August 11, 2006, a Notice of Public Hearing was mailed to all property owners within 120 metres of the subject lands, and to the Purpleville Ratepayers' Association and the Kleinburg and Area Ratepayers' Association. As of June 14, 2007, no written comments have been received.

The recommendation of the Committee of the Whole to receive the Public Hearing report on September 5, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on September 11, 2006.

Block 40 South

a) Background

Council, at its April, 24 2006, meeting, approved the Block Plan for Block 40 South, as shown on Attachment #7, subject to conditions. The Block Plan conditions for the Block 40 South Plan respecting the Regional infrastructure including wastewater and water system improvements, reconstruction of Major Mackenzie Drive and road widenings, and City infrastructure including sanitary, water and stormwater management are to be identified, and a servicing phasing plan for the Block 40 South lands is to be established to the satisfaction of the City.

The final Block 40 South Plan and the required technical reports are to be revised and/or prepared respecting the master environmental and servicing plan, noise report, transportation/traffic management report, heritage/archaeological report, monitoring plan, woodland and edge management report, restoration plan for the valley and stream lands, erosion

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study, urban design guidelines and architectural guidelines, to address outstanding issues. Conditions of draft approval with respect to the Block Plan requirements have been included in Attachment #1.

Official Plan

a) Land Use Designation

The subject lands are designated “Low Density Residential”, “Medium Density Residential/Commercial”, “Elementary School”, “Greenway System”, “Neighbourhood Park”, “District Park”, “Storm Water Management” and “Valley Lands”, and are within the “Passer Estates Waste Disposal Assessment Area” by OPA #600, as shown on Attachment #5, and “Low-Rise Residential” and “Storm Water Management Pond” by OPA #650 (Vellore Village District Centre Plan), as shown on Attachment #6. The uses proposed in the plan conform to the Official Plan.

b) Residential Density/Uses

OPA #600 permits in the “Low Density Residential” designation a net density of a maximum of 22 units per hectare on a site and within a block plan area a maximum average net density between 16 to 18 units per hectare. OPA #650 permits in the “Low-Rise Residential” designation a net density of between a minimum of 17 units per hectare to a maximum of 40 units per hectare on a site and within each District Centre quadrant a minimum average net of 25 units per hectare. The proposal provides a density of approximately 17 units per hectare.

The Official Plan permits in the “Medium Density Residential/Commercial” designation a net residential density of between a minimum of 17 units per ha to a maximum of 40 units per ha on a site, and within a block plan area a maximum average net density between a minimum of 25 units per ha to a maximum of 35 units per ha, with the proposal providing a density of approximately 32 units per hectare.

The density calculation includes the lands for local and primary roads, and residential units. The “Low Density Residential” and “Low-Rise Residential” designations permit detached dwelling units, street townhouses, schools and parks. The “Medium Density Residential/Commercial” designation permits street townhouses and commercial uses. The proposed plan of subdivision conforms to the density requirements of the Official Plan.

c) Commercial Use

The “Medium Density Residential/Commercial” designation permits small-scale retail and office uses provided the uses face a primary street or arterial road. In the Official Plan, the gross floor area for the local commercial use cannot exceed 1200 m². The gross floor area will be provided when the site development application is submitted for the development of the commercial block.

Zoning

The subject lands are currently zoned A Agricultural Zone by By-law 1-88. To facilitate the proposed plan of subdivision, as shown on Attachment #3, a by-law amendment, as shown on Attachment #4, is required to rezone the subject lands.

a) Residential Lands

The draft plan of subdivision will be developed in accordance with Schedule “A3” and the RD2 Residential Detached Zone Two, RD3 Residential Detached Zone Three and RT1 Residential Townhouse Zone to By-law 1-88 of Schedule “A3”:

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- i) Lots 537 to 554 inclusive, as shown on Attachment #3, are proposed to be zoned RD2(H) Residential Detached Zone Two with the Holding Symbol “H” to facilitate the development of 18 lots for detached dwelling units;
- ii) Lots 1 to 31 inclusive, Lots 38 to 99 inclusive, Lots 120 to 536 inclusive, Lots 555 to 655 inclusive, Blocks 656 to 670 inclusive and Blocks 673 to 681 inclusive, as shown on Attachment #3, are proposed to be zoned RD3(H) Residential Detached Zone Three with the Holding Symbol “H” to facilitate the development of 623 lots for detached dwelling units; and,
- iii) Blocks 32 to 37 inclusive, Blocks 100 to 119 inclusive, Block 671 and Block 672, as shown on Attachment #3, are proposed to be zoned RT1(H) Residential Townhouse Zone with the Holding Symbol “H” to facilitate the development of 28 blocks for 145 lots for street townhouse dwelling units.

Lots 1 to 31 inclusive, Lots 38 to 99 inclusive, Lots 120 to 655 inclusive, Blocks 656 to 670 inclusive, Blocks 673 to 682 inclusive and Block 684 will be zoned with addition of the Holding Symbol “H” and the implementing Zoning By-law will require that prior to the removal of the “H” Holding Symbol from any Residential Zone that water supply and sewage servicing capacity shall be identified and allocated by the City. Blocks 671 to 681 inclusive will also be zoned with addition of the Holding Symbol “H” which can only be removed when the Blocks are developed with the adjacent lands to the east and south.

b) Non-Residential Lands

The draft plan of subdivision will be developed in accordance with Schedules “A1” and “A3” in By-law 1-88. The proposed draft plan, as shown on Attachment #4, provides for commercial, open space and elementary school uses, which will be zoned as follows:

- i) Block 682, as shown on Attachment #3, is proposed to be zoned to C3(H) Local Commercial Zone with the Holding Symbol “H” to facilitate the development of a 0.773 ha commercial block;
- ii) Block 684, as shown on Attachment #3, is proposed to be zoned to RD3(H) Residential Detached Zone Three with the Holding Symbol “H” to facilitate a 2.432 ha proposed elementary school site;
- iii) Blocks 686 to 688 inclusive, as shown on Attachment #3, are proposed to be zoned to OS1 Open Space Conservation Zone to facilitate 3 blocks totaling 9.593 ha for stormwater management pond facilities;
- iv) Block 689, as shown on Attachment #3, are proposed to be zoned to OS1 Open Space Conservation Zone to facilitate a 0.995 ha valleyland block;
- iii) Block 683, as shown on Attachment #3, is proposed to be zoned to OS2 Open Space Park Zone to facilitate the development of a 1.581 ha neighbourhood park block;
- iv) Block 685, as shown on Attachment #3, is proposed to be zoned to OS2 Open Space Park Zone to facilitate the development of a 2.426 ha district park block;
- v) Blocks 690, 691, 693 and 694, as shown on Attachment #3, is proposed to be zoned to OS2 Open Space Park Zone to facilitate the development of 4 linear park blocks; and,

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- vi) Block 692, as shown on Attachment #3, is proposed to be zoned to OS4 Open Space Woodlot Zone for the existing woodlot.

The implementing Zoning By-law will require that prior to the removal of the “H” Holding Symbol from any Residential Zone that water supply and sewage servicing capacity shall be identified and allocated by the City. The Holding Symbol “H” will also be placed on the commercial block (Block 682) which will be zoned C3(H) Local Commercial Zone and that prior to the removal of the Holding Symbol “H” from the C3(H) Local Commercial Zone, a Site Development Application will have to be approved by the Council.

The Owner identifies the existing woodlot (Block 692), as forming part of the linear park system which would be zoned OS2 Open Space Park Zone. However, as the lands are being reviewed and identified by the Toronto and Region Conservation Authority as being part of the tableland woodlot system, the proposed zoning will be OS4 Open Space Woodlot Zone, unless otherwise advised that it can be zoned OS2 Open Space Park Zone. The appropriate zoning provisions shall be provided, to address any required buffers for valleylands, stormwater management pond facilities and park lands/open space.

Subdivision Design

The 63.70 ha draft plan of subdivision shown on Attachment #3 is comprised of the following:

- 18 lots for detached dwelling units with frontages ranging from 16.6 m to 18.3 m and 623 lots for detached dwelling units with frontages of 12.2 m and 145 street townhouse units for a total of 786 residential units on an area of 30.94 ha;
- 1 local commercial block of 0.773 ha
- 1 elementary school block of 2.432 ha
- 1 neighbourhood park block of 1.581 ha
- 1 district park block of 2.426 ha
- 1 existing woodlot block and 3 linear park blocks of 1.024 ha
- 3 stormwater management pond blocks of 9.593 ha;
- 1 valleyland block of 0.995 ha;
- road widening block of 0.156 ha; and,
- 0.3 m reserves, buffers and streets of 13.787 ha.

The draft plan includes an east-west traversing 26 m wide collector road identified as Street “1”, which will align with Retreat Boulevard in Block 33 West, and will intersect with Weston Road. Two north-south traversing 23 m wide primary roads, being Street “2” and Street “3” in the draft plan will connect with the lands to the north and south.

The draft plan proposes the development of 3 stormwater management pond facilities (Blocks 686 to 688 inclusive), along the southern limits of the plan, being which are to be developed with the adjacent lands to the south. The existing 0.995ha valleylands (Block 689) is located between the two stormwater management pond facilities at the south-west portion of the draft plan.

The proposed district park (Block 685), which is centrally located within Block 40 South, will also be developed with the lands to the south. A proposed neighbourhood park (Block 683), which will develop with the lands to the north in Plan of Subdivision 19T-06V04, and elementary school (Block 684) campus are proposed for the draft plan. The northerly part of the draft plan contains an existing woodlot. Linear park connections from the west limits of the draft plan along the southern edge of the woodlot to the neighbourhood park/school campus blocks are proposed.

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The development details for the draft plan of subdivision are as follows:

786 Dwelling Units	30.940ha
1 Elementary School (Block 684)	2.432ha
1 Local Commercial Site (Block 682)	0.773ha
4 Linear Parks /1 Woodlot (Blocks 690-694)	1.024ha
1 Neighbourhood Park (Block 683)	1.581ha
1 District Park (Block 685)	2.426ha
3 Stormwater Ponds (Blocks 686-688)	9.593ha
Valley Area (Block 689)	0.995ha
Buffer (Block 696)	0.098ha
Road Widening (Block 695)	0.156ha
Roads	13.666ha
0.3m Reserves (Blocks 697-787)	<u>0.023ha</u>
Total Site Area	63.707ha

All development within the Block 40 South Planning Area is subject to architectural approval. Prior to final approval, the Owner is required to submit architectural guidelines, which along with the control architect, are to be approved by Council. A condition in this respect is included in Attachment #1.

Prior to final approval, the Owner is required to submit a streetscape and open space landscape master plan in accordance with the approved Block 40 South Design Guidelines and OPA #600 policies which are to address items such as the streetscape element, community edge treatment along Weston Road, valleylands edge management rehabilitation treatment and pedestrian connections to Weston Road for access to public transit.

The Development Planning Department has reviewed the proposal and requires the following red-lined revisions to the proposed draft plan of subdivision, as shown on Attachment #3:

- i) Lot 541 has been red-lined to provide for a 9 m wide pedestrian/access road block which shall provide access to the stormwater management pond facilities;
- ii) Street “1”, where it intersects with Weston Road, shall be of an appropriate width to include a 4 m wide landscape median as a community entry feature element;
- iii) Block 681 shall be revised to accommodate additional lands for the buffer; and,
- iv) the telecommunication and hydro utility buildings/easements shall be identified on the draft plan;

The Development Planning Department is satisfied with the proposed subdivision design, subject to comments, including the red-lined revisions in this report, and the conditions of approval in Attachment #1.

Street Names

The Owner has proposed the following street names as shown on Attachment #3 for the Phase 1 lands:

<u>Street</u>	<u>Proposed Name</u>
Street “1”	Chatfield Drive
Street “2”	Lawford Road
Streets “4” & “6”	Wardlaw Place
Street “5”	Trammel Drive

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Street "7"	Lindbergh Drive
Street "8"	Sedgewick Place
Street "9"	Dundonnell Place
Street "10"	Gorman Avenue

The Planning Department for the Region of York does not have any objection to the proposed street names. The Vaughan Fire Department and the Development Planning Department have also reviewed the proposed street names, which are considered to be satisfactory and are to be provided on the draft plan in accordance with the conditions of approval in Attachment #1.

City Engineering Department

The Engineering Department has reviewed the proposed draft plan of subdivision and provides the following comments:

a) Environmental Site Assessment (ESA)

The subject lands are subject to the Waste Disposal Assessment Area (Passer Estate) policies of OPA #600. The City will require a Record of Site Condition, which is to be registered with the Environmental Site Registry, prior to any zoning being enacted to implement the plan or final approval of any portion of the plan. The Phase 1 Environmental Site Assessment is required. Conditions of draft approval have been included in this report to address these requirements.

b) Engineering Services

The Engineering Department requires that the outstanding issues respecting the Block 40 South Master Environmental Service Plan (MESP) be addressed. The draft plan will be zoned with the addition of the Holding Symbol "H" and that prior to the removal of the Holding Symbol "H" from Lots 1 to 31 inclusive, Lots 38 to 99 inclusive, Lots 120 to 655 inclusive, Blocks 656 to 670 inclusive, Blocks 673 to 682 inclusive and Block 684, water supply and sewage servicing capacity shall be identified and allocated by the City. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

c) Transportation

The Engineering Department requires that a transportation management plan and a revised traffic study be submitted for review. Conditions of draft approval with respect to the Engineering Department's requirements have been included in Attachment #1.

Parkland/Cash-in-Lieu

The parkland dedication for the draft plan of subdivision shall be dedicated and/or cash-in-lieu of the dedication of parkland paid, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The subject lands include 4 linear parks and 1 woodlot (Blocks 690 to 694 inclusive) on 1.024 ha, a neighbourhood park (Block 683) on 1.581 ha and a district park (Block 685) on 2.426 ha. Therefore, parkland shall be dedicated and/or cash-in-lieu of the dedication of parkland will be required for the subject lands. The Parks Department has no objections to the approval of the draft plan, subject to the conditions of approval in Attachment #1.

Archaeological Assessment

The Cultural Services Department requires that prior to final approval of the subdivision or prior to the initiation of any grading, an archaeological evaluation is to be undertaken in accordance with the Ministry of Citizenship, Culture and Recreation's approved Archaeological Assessment Technical Guidelines, for approval by the City and Ministry. A condition of draft approval has been included in this respect.

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York Catholic District School Board

The York Catholic District School Board has advised that the Board requires an elementary school site (Block 684), which is 2.432 ha in size. The proposed school site is adjacent to a proposed neighbourhood park. As part of a park/school campus block, the School Board advises that the feasibility of a hard surface walkway connection from the school site to the park be examined in the context of the park design. The location of the proposed school site meets the School Board's requirements with respect to the lands abutting two street frontages and a site area of 2.4 ha. The York Catholic District School Board is satisfied with the proposed site, subject to the conditions of approval in Attachment #1.

The Region of York

The Region of York advised that on June 23, 2005, Regional Council approved additional interim servicing capacity of 5,300 units to the City of Vaughan and that the City assigned future servicing capacity of 600 units to the Block 40 South Plan. The Block 40 South Landowners' Agreement provides Draft Plan of Subdivision 19T-06V07 a 300 unit share of the future servicing capacity from the Block 40 South assignment. The Region advises that in order to get the servicing, the Bathurst Langstaff Trunk Sewer is required.

The estimated completion date for the trunk sewer is in the fourth quarter of 2008, and as this is an estimate, subject to change, the Region, prior to the registration of this development, or any phase thereof, the Region must confirm that the required infrastructure has been completed to a satisfactory point that ensures servicing will be online upon occupancy and that sufficient water and wastewater servicing capacity has been allocated by the City of Vaughan.

The development is to be in phases as the Regional infrastructure (servicing capacity) is required to accommodate the draft plan and future developments post 2010. The Region advises that, "On the basis of this report and its finalization, which is pending June 2007, draft plan approval for the entire plan of subdivision may be considered provided it is phased so that no more than 300 units can be registered in the first phase and the City of Vaughan assigns a portion of its post 2010 draft approval supply to the remainder of the plan."

The Region further advises that the estimated completion date, which is subject to change, for Regional infrastructure for servicing allocation for units beyond Phase 1 to be occupied is as follows:

- Bathurst Langstaff Trunk Sewer - fourth quarter 2008
- Duffin Creek WPCP – fourth quarter 2010
- Southeast Collector Trunk Sewer - fourth quarter 2012

In accordance with the Region's servicing protocol, where draft plan approval is provided prior to servicing allocation being available, the Holding Symbol "H" shall be placed on all residential lands which shall also be subject to a "no pre-sale agreement" in order to ensure that servicing allocation is available prior to occupancy. The Region advised that Owner of the draft plan and the owner of Draft Plan of Subdivision 19T-06V04 to the north have entered into an indemnity agreement with the Region respecting servicing.

The Region has advised that there is no objection to the draft plan, subject to pre-conditions and conditions of draft plan approval in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the Block 40 South Plan and Master Environmental Servicing Plan (MESP). The TRCA requires the addendums/revisions to the MESP to address outstanding issues which include the water balance and groundwater analysis,

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the monitoring plan, the Marigold Creek restoration requirements and mitigation costs, woodlot assessment and mitigation plans, the appropriate buffers for the valleylands, including the 10 m buffer for residential lots abutting the valleylands, the detailed erosion study and stormwater pond configurations and designs. The TRCA has provided conditions of draft plan approval in Attachment #1.

Agency Comments

Canada Post, Power Stream, York Region District School Board and Le Conseil Scolaire De District Catholique Centre-Sud have advised that they have no objections to the draft plan of subdivision, subject to the conditions of approval, set out in Attachment #1.

Relationship to Vaughan Vision 2007

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

Regional Implications

The Region has advised that there is no objection to the proposed subdivision subject to conditions which have been included in the conditions of approval.

Conclusion

The Development Planning Department has reviewed the proposed applications to amend By-law 1-88 and for approval of Draft Plan of Subdivision 19T-06V07 (Belmont Properties) in accordance with the applicable policies of the Official Plan and the requirements of the Zoning By-law, the Block 40 South Plan and the area context. The proposed draft plan of subdivision consisting of 786 residential units, an elementary school site and a commercial site on approximately 63.7 ha, as shown on Attachment #3 is an appropriate form of development for the subject lands and conforms to the policies of OPA #600. The Development Planning Department has no objection with the proposed street names for Draft Plan of Subdivision 19T-06V07. Furthermore, the proposed plan is consistent with the overall pattern of development for the Block 40 South Planning Area.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed draft plan of subdivision as red-lined, subject to the conditions of approval as set out in Attachment #1.

Attachments

1. Conditions of Approval
2. Location Map
3. Red-lined Draft Plan of Subdivision 19T-06V07
4. Proposed Zones - Draft Plan of Subdivision 19T-06V07
5. OPA #600 - Vellore Urban Village 1 Land Use Schedule
6. OPA #650 - Vellore Village District Centre Plan
7. Block 40 Community Plan

Report prepared by:

Judy Jeffers, Planner, ext. 8645
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

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/CM

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

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Item 95, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

95

CN BANNERS ON BRIDGES

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Yeung Racco and Councillor Shefman, dated June 18, 2007:

Recommendation

Councillors Sandra Yeung Racco and Alan Shefman recommend:

1. That CN Rail be asked to take responsibility for the maintenance of their bridges across the City to appropriate City standards as would be required by any other business organization situated in the City of Vaughan;
2. That the contract with CN Rail and RCC Media for banners on the CN Bridges be terminated as soon as possible due to the unsatisfactory fulfillment of their commitment to the agreement; and
3. That CN Rail be required to deal with the deteriorating appearance of their bridges across the City by maintaining all their bridges to improve their aesthetic appearance.

Economic Impact

N/A

Communications Plan

Residents who have expressed their concerns about the current banners on these bridges should be informed of this action, especially related to the end of the agreement with CN and RCC Media. Residents should then be informed of the planned maintenance for the bridges once those plans are determined.

Purpose

1. To address the deteriorating appearance of the CN Bridges across the City.
2. To respond to the failure of CN Rail and RCC Media to fulfill their obligations relating to the quality of the advertising content in the CN Banner project.
3. To respond to the concerns raised by many Vaughan residents about this program.

Background - Analysis and Options

Council has expressed disappointment with the deteriorating appearance of the CN Bridges across the City for several years. In response to the failure of CN to address this issue, it was decided that the City should enter into an agreement with CN Rail and RCC Media to improve the look of these bridges through a Banner Advertising project. When the banners were installed on the bridges they failed to reflect the look of the banners that were originally agreed to by Council. Furthermore, many Vaughan residents brought their concerns to members of Council expressing their extreme dislike of the banners.

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In response to these concerns a meeting was held with CN and RCC Media. At that meeting both CN and RCC Media defended the Banner Advertising program in the face of several Councillors' criticism. Finally it was agreed that the current banners would be removed as soon as possible and new banners addressing the City's concerns would be proposed. After several weeks the banners were not removed and only recently, new concepts were provided to the City that still did not properly respond to the City's concerns.

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

It is Council's responsibility to ensure the quality of our urban streetscape. An ongoing problem affecting that responsibility, at key locations across the City, has been the appearance of CN rail bridges. As a national organization and a major land user in the City of Vaughan it would be expected that CN would take responsibility for their bridges in our City. While the Banner Advertising project seemed, on the face of it, to be a "band aid" type of solution to the problem, it is now clear that it only avoids the real issue of the maintenance of these structures. Furthermore, the form/design of the banners acted to further demean the streetscape.

Attachments

1. Photos of Proposed Revisions to CN Rail Banners

Report prepared by:

Sandra Yeung Racco
Councillor, Ward 4

Alan Shefman
Councillor, Ward 5

(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 96, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

96

REQUEST FOR RESOLUTION ON SPECIAL POLICY AREAS

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Jackson, dated June 18, 2007:

Recommendation

Mayor Linda D. Jackson recommends the following:

1. THAT Council endorse the development of the Province-wide protocol to permit the expeditious approval of redevelopment applications in 'Special Policy Areas'.
2. THAT Council request the Office of the Provincial Development Facilitator to assist the City of Vaughan in coming to an expeditious solution in completing the "Special Policy Areas" as it relates to the Woodbridge Core plan.
3. THAT a copy of this recommendation be circulated to Mayors and Councils within municipalities known to be subject to 'Special Policy Areas'.

Economic Impact

There is no financial impact.

Communications Plan

None required.

Purpose

OPA #240 (Woodbridge Community Plan), as amended by OPA#440 (Woodbridge Core Plan), and OPA #597 (Islington Avenue Corridor Secondary Plan) designates significant components of Woodbridge as 'Special Policy Areas' which also reflect the TRCA's identification of the areas in a similar fashion. The TRCA is already working on plans in this location and is also working with the City of Vaughan and the Province in coming to a satisfactory conclusion. The significance of this designation is that in an extreme storm event the area is liable to flooding.

The Province has appointed Alan Wells, Provincial Development Facilitator, who has the responsibility of assisting in the resolution of the growth, planning, infrastructure and environmental protection issues, which include 'Special Policy Areas' designations. An array of issues is being considered, such as engineering, property security and public safety.

The purpose of this resolution is to support the prompt determination of the regulations pertaining to our 'Special Policy Areas' to enable the City of Vaughan to deal with our issues expeditiously.

Background - Analysis and Options

OPA #240 (Woodbridge Community Plan), as amended by OPA#440 (Woodbridge Core Plan), and OPA #597 (Islington Avenue Corridor Secondary Plan) anticipates the redevelopment and renewal of a number of properties, some of which are subject to current applications. In order to achieve the objectives of OPA #440, a resolution on the procedures and practices that are to be applied in the "Special Policy Area" is mandated.

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Relationship to Vaughan Vision 2007

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

Regional Implications

None are identified.

Conclusion

In order to achieve the objectives of OPA #440, a resolution on the procedures and practices that is to be applied in the "Special Policy Area" is recommended.

Attachments

1. OPA #440 - Schedule "1"
2. OPA #597 - Schedule 'B'

Report prepared by:

Linda D. Jackson

(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 97, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**97 RESOLUTION IN SUPPORT OF THE PROVINCIAL ACTION PLAN
 FOR RAPID TRANSIT MOVEONTARIO 2020**

The Committee of the Whole recommends that the following resolution be approved:

**RESOLUTION IN SUPPORT OF THE PROVINCIAL ACTION PLAN FOR RAPID TRANSIT
MoveOntario 2020**

WHEREAS on June 15, 2007 the Provincial Government announced the MoveOntario 2020 program, being its 12 - year action plan for rapid transit improvements in the Greater Toronto Area and Hamilton;

AND WHEREAS the plan includes 52 rapid transit projects that will result in 902 kilometres of new and improved rapid transit lines and a total investment of \$17.5 billion, which will promote seamless service across the GTA;

AND WHEREAS the funding formula recognizes the financial constraints faced by municipalities when undertaking large scale capital projects;

AND WHEREAS investment in rapid transit will have a diverse range of benefits, including job creation, fostering economic development and competitiveness, reducing gridlock by providing an alternative to the private automobile and the resulting mitigation of the polluting tailpipe emissions that cause smog and global warming;

AND WHEREAS the plan will support "Smart Growth" consistent with the objectives of the City of Vaughan's Official Plan and the Region of York Official Plan;

AND WHEREAS a number of projects will have a direct and beneficial effect on the City of Vaughan, including the previously approved Spadina Subway Extension to the Vaughan Corporate Centre and new investments in the form of the Yonge Street Subway Extension, the funding of the Viva Rapid Transit System and various upgrades to the GO Rail system including improvements to the Bradford line and a new line to Bolton.

THEREFORE be it resolved:

THAT the City of Vaughan strongly supports the MoveOntario 2020 plan;

THAT the City looks forward to working with the Province, the Greater Toronto Transportation Authority and all other partners to ensure the timely implementation of the rapid transit initiatives envisioned by the plan;

THAT this resolution be forwarded to the Honourable Dalton McGuinty, Premier of Ontario; the Honourable Greg Sorbara, MPP Vaughan - King - Aurora, Minister of Finance; Mario G. Racco, MPP Thornhill; all Cabinet Ministers; John Tory, Leader of the Official Opposition; Howard Hampton, Leader of the NDP; the Greater Toronto Transportation Authority; and the Regional Municipality of York and the area municipalities in York Region.

The foregoing matter was brought to the attention of the Committee by Mayor Jackson.

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Item 98, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

98

**SITE DEVELOPMENT APPLICATION
FILE DA.05.065**

The Committee of the Whole recommends that the Development Planning Department bring forward a report with a recommendation to the Council meeting of June 25, 2007, on Site Development Application File DA.05.065, provided all outstanding issues have been addressed.

The foregoing matter was brought to the attention of the Committee by Councillor Yeung Racco.

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Item 99, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

99

INTERCHANGE CANADA DAY CELEBRATIONS

The Committee of the Whole recommends that the following be approved:

Whereas it is the City of Vaughan's intention to promote economic development in the Vaughan Corporate Centre; and

Whereas the businesses of the Interchange Plaza are undertaking a number of initiatives to promote economic development in Vaughan; and

Whereas one of these initiatives is the Canada Day Celebrations, complementing the City's own celebration in the evening, to be held at the Interchange Plaza on the morning of July 1, 2007;

THEREFORE be it resolved:

That the organizers of the Interchange Canada Day Celebrations be provided with services-in-kind that they may require, as long as those services-in-kind are not in conflict with the City of Vaughan's official Canada Day Celebration; and

That the organizer of the Interchange Canada Day Celebration be provided with a Special Occasion Permit, if necessary.

The foregoing matter was brought to the attention of the Committee by Councillor Yeung Racco.

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Item 100, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By approving the following in accordance with the memorandum from the Chair, Sign Variance Committee, dated June 19, 2007:

“That a minor variance to the City’s Sign By-law 203-92 be authorized to permit the erection of the two wall signs as shown on the attached plans.”

100

POWER STREAM BUILDING SIGNAGE

The Committee of the Whole recommends that staff review the PowerStream Sign Application No. 07-3215, and related material submitted by Councillor Meffe, and provide a report to the Council meeting of June 25, 2007.

The foregoing matter was brought to the attention of the Committee by Councillor Meffe.

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Item 101, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**101 DEPUTATION – MS. NATALIE KADDOCH WITH RESPECT TO
 BASKETBALL NETS IN RESIDENTIAL AREAS**

The Committee of the Whole recommends that the deputation of Ms. Natalie Kaddoch, 40 Ventura Way, Thornhill, L4J 7T4, and petition, be received and referred to staff for a report.

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Item 102, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**102 DEPUTATION – MS. ANTONIETTA DELL’AQUILA WITH RESPECT TO
 VILLA COLOMBO’S SERVICES FOR SENIORS**

The Committee of the Whole recommends that the deputation of Ms. Antonietta Dell’Aquila, Director, Community Services, Villa Colombo Services for Seniors, 40 Playfair Avenue, Toronto, M6B 2P9, and information package, be received and referred to staff.

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Item 103, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

103

**DEPUTATION – MR. JAAKOV ELIHIS WITH RESPECT TO
INDEPENDENT TAXI CABS IN VAUGHAN**

The Committee of the Whole recommends that the deputation of Mr. Jaakov Elihis, 1131 Steeles Avenue West, Suite 1511, Toronto, M2R 3W8, and written submission dated May 28, 2007, be received and referred to staff and the Chair of the Vaughan Taxi Cab Advisory Committee.

CITY OF VAUGHAN

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Item 104, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**104 DEPUTATION – MR. MANUEL J.J. DEOCAMPO WITH RESPECT TO
 A REDUCED RATE FOR THE USE OF THE SHOWMOBILE**

The Committee of the Whole recommends that the deputation of Mr. Manuel J.J. Deocampo, Youth Group President, St. Margaret Mary Roman Catholic Church, 8500 Islington Avenue, Woodbridge, L4L 1X4, and written submission dated May 23, 2007, be received, and that the deputant meet with the Local Councillor, Youth Councillor and appropriate staff with respect to the request.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 105, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**105 DEPUTATION – MS. MIMY COUSINEAU WITH RESPECT TO
 PARKING ISSUES ON DENTON CIRCLE**

The Committee of the Whole recommends that the deputation of Ms. Mimy Cousineau, 94 Denton Circle, Maple, L6A 2N4, written submission dated June 18, 2007, petition dated June 15, 2007 and photographs, be received and referred to staff to undertake a survey on Denton Circle with respect to on street parking.

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Item 106, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

106

**DEPUTATION – MR. ELLIOTT FRANKL WITH RESPECT TO
ERECTING A STATUE IN VAUGHAN**

The Committee of the Whole recommends that the deputation of Mr. Elliott Frankl, 11 Townsgate Drive, Suite 601, Thornhill, L4J 8G4, be received and that the deputant be requested to forward any further information on the subject matter to the City Clerk.

CITY OF VAUGHAN

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Item 107, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**107 DEPUTATION – MR. ELLIOTT FRANKL WITH RESPECT TO RESTRUCTURING
 VAUGHAN COUNCIL AND RE-ESTABLISHING WARD BOUNDARIES**

The Committee of the Whole recommends that the deputation of Mr. Elliott Frankl, 11 Townsgate Drive, Suite 601, Thornhill, L4J 8G4, be received.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 108, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

108

**DEPUTATION – MR. JIM TYO WITH RESPECT TO
SECOND HAND GOOD TRADE RESTRICTIONS AND GUIDELINES**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Jim Tyo, Vice President/General Manager, EB Games Canada, 2880 Queen Street East, Unit C7, Brampton, L6T 3G1, and written submission dated June 6, 2007, and written submission titled “EB Games Quick Fact Sheet (A) & (B)”, be received and referred to staff for a report to a Committee of the Whole meeting in September 2007; and**
- 2) That the memorandum of the Director, Enforcement Services, dated June 13, 2007, be received.**

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 109, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2007; and

By receiving the written submission from Ms. Katherine Pasternak, North Hill Private School, dated June 5, 2007.

**109 DEPUTATION – MS. KATHERINE PASTERNAK WITH RESPECT TO
 PARKING RESTRICTIONS AT NORTH HILL PRIVATE SCHOOL, DUFFERIN CAMPUS**

The Committee of the Whole recommends that the deputation of Ms. Katherine Pasternak, Director, North Hill Private School, 9050 Dufferin Street, Vaughan, L4E 4S1, and petition, be received and referred to staff to provide additional information to the Council meeting of June 25, 2007.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 110, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By directing that a report be provided in the Fall 2007 in conjunction with the report requested at the Committee of the Whole meeting, with respect to the current operation of Kline House; and

By receiving the following written submissions:

- a) Mr. Frank Greco, dated June 22, 2007; and***
- b) Mr. Richard Lorello, 235 Treelawn Blvd., P.O. 927, Kleinburg, L0J 1C0, dated June 24, 2007.***

**110 DEPUTATION – MR. ROBERT KLEIN WITH RESPECT TO
 MANAGEMENT OF THE KLINE HOUSE FACILITIES**

The Committee of the Whole recommends:

- 1) That the deputation of Mr. Robert Klein, Kleinburg Old Boys Association, 8 Daleview Court, Kleinburg, L0J 1C0, be received;**
- 2) That the historical arrangements for the management of the Kline House by the Kleinburg Old Boys Association with the City of Vaughan continue;**
- 3) That the Old Boys Association continue to facilitate public attendance and viewing of the historical collection; and**
- 4) That the Old Boys Association continue to arrange the scheduling of the facility to local community groups.**

Further, the Committee of the Whole recommends:

That staff provide a report with respect to the City's service philosophy relating to these buildings across the City, for consideration at a Committee of the Whole (Working Session) meeting in the Fall 2007.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 111, Report No. 34, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 25, 2007, as follows:

By approving that the Naylor Street request be implemented as a pilot project and evaluated after one year; and

By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 22, 2007.

**111 DEPUTATION – MR. JOHNNY MILANI WITH RESPECT TO
 PARKING CONCERNS ON NAYLON STREET**

The Committee of the Whole recommends that the deputation of Mr. Johnny Milani, 44 Netherford Road, Maple, L6A 1C8, and street map, be received and referred to staff for a report to the Council meeting of June 25, 2007, with respect to the circumstances as they relate to parking on Naylor Street.

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EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 112, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

**112 PRESENTATION – VAUGHAN YOUTH COUNCILLOR STEVEN XU
 WITH RESPECT TO THE STATE OF THE YOUTH REPORT**

The Committee of the Whole recommends that the presentation by Mr. Steven Xu, Vaughan Youth Councillor, and report titled “State of the Youth Report, June 2007 – City of Vaughan”, be received, and referred to staff and the Youth Cabinet.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2007

Item 113, Report No. 34, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2007.

113

**CEREMONIAL PRESENTATION – MS. RUTH TREDGETT
SENIOR OF THE YEAR 2007 AWARD**

The City of Vaughan presented Ms. Ruth Tredgett with the Senior of the Year 2007 Award in recognition of her outstanding contributions to the community. The Mayor and Members of Council congratulated Ms. Tredgett on being the recipient of this prestigious award.