

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 1, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

1

**SAFE CITY COMMITTEE  
COUNTDOWN SIGNALIZED INTERSECTIONS - PILOT PROJECT FOR 2008**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, Chair, Safe City Committee, dated February 19, 2008:**

**Recommendation**

Councillor Bernie DiVona, Chair - Safe City Committee recommends:

- 1) That the City of Vaughan request the Region of York to consider the introduction of pedestrian countdown signals at intersections where high volumes of pedestrian traffic is expected, i.e. at major arterial roadways and school crossings; and
- 2) That the Region of York also be requested to consider this initiative as a pilot project for 2008 in the City of Vaughan.

**Economic Impact**

There is no economic impact.

**Communications Plan**

There is no communications plan.

**Purpose**

Safe City Committee resolution requesting that the Region of York consider introducing pedestrian countdown signals at intersections as a pilot project in the City of Vaughan.

**Background - Analysis and Options**

At the Safe City Committee meeting of January 22, 2008, members reviewed several documents containing information regarding the benefit of pedestrian countdown signals as a safety measure. Members introduced the above noted motion that Vaughan Council request the Region of York to consider introducing pedestrian countdown signals at intersections as a pilot project in the City of Vaughan.

**Relationship to Vaughan Vision 2020**

This report is consistent with the priorities previously set by Council as follows:

A-2 Enhance and Ensure Community Safety, Health and Wellness.

**Regional Implications**

The Region of York is being asked to consider introducing pedestrian countdown signals at intersections as a pilot project in the City of Vaughan.

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**Conclusion**

The Safe City Committee's resolution that Vaughan Council request the Region of York to introduce pedestrian countdown signals at intersections as a pilot project in the City of Vaughan is before Council for consideration.

**Attachments**

None

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Item 2, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

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**2                    IMPACT DAY AT THE CITY OF VAUGHAN SEPTEMBER 7, 2008**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated February 19, 2008:**

**Recommendation**

Regional Councillor Mario Ferri recommends:

THAT Council approve the provision for services in kind in support of the Impact Day in the City of Vaughan scheduled for September 7, 2008.

**Economic Impact**

The economic impact of this activity is limited to the use of City garbage pick-up trucks and drivers on September 7, 2008 and some staff time for committee work.

**Communications Plan**

Communications for this event will largely be the responsibility of Deloitte & Touche. Corporate Communications, however, may be involved to highlight the City's involvement.

**Purpose**

To obtain Council support for providing services in kind to assist with this City wide clean-up community initiative that is sponsored by Deloitte & Touche.

**Background - Analysis and Options**

Annually on September 7<sup>th</sup>, Deloitte & Touche employees participate, nationally and internationally, in what is referred to as "Impact Day", which includes community activities such as gardening, cleaning public facilities and fundraising events. Deloitte & Touche selected the City of Vaughan to execute Impact Day in celebration of its decision to locate its Company Service head office in the City of Vaughan.

The September 7, 2007 clean-up event, organized through my office, was the first Impact Day activity in Vaughan. A ward-by-ward community clean-up was organized, 55 Deloitte & Touche full-time staff employees worked from 9:00 a.m. to 4:00 p.m., resulting in the collection of 157 bags of garbage and 65 bags of recyclables.

While Deloitte & Touche will be planning, coordinating and administering the Impact Day activities, a request was made to the City to provide assistance, such as in-kind staff time and use of City garbage pick-up trucks, etc., on the actual day of the event. In 2008, the Deloitte & Touche Impact Day will be held on September 7, 2008.

**Relationship to Vaughan Vision 2020**

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

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**Conclusion**

The 2007 Impact Day event proved very successful. The day's event resulted in the collection of 157 bags of garbage and 65 bags of recyclable material and numerous car parts, shopping carts, mattresses, appliances, etc., which were retrieved from City parks, boulevards, areas surrounding storm retention ponds and plazas. Based on this positive experience, this event is worth repeating in 2008.

**Attachments**

1. Letter of Deloitte & Touche LLP dated November 26, 2007
2. Media Coverage of Impact Day, 2007

**Report prepared by:**

Angela Bortoluzzi  
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 3, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**3                                    RECREATIONAL SPORTS SAFETY AWARENESS INITIATIVE**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of Regional Councillor Ferri and Councillor Yeung Racco, dated February 19, 2008, be approved; and**
- 2)        That the memorandum of Regional Councillor Ferri and Councillor Yeung Racco, dated February 12, 2008, be received.**

**Recommendation**

Regional Councillor Mario Ferri and Councillor Sandra Yeung Racco recommend:

That the City of Vaughan support and endorse the educational and public awareness program as proposed by the Recreational Sports Safety Task Force, to promote safe recreational sports and activities.

**Economic Impact**

None.

**Communications Plan**

The taskforce has established a Media Sub-Committee comprising of representatives from York Regional Health Services, York Region Catholic and Public School Boards, York Region Police, City of Vaughan Fire and Rescue and concerned residents of Vaughan.

The purpose of this sub-committee is to execute a program promoting safe and healthy involvement in recreational sports and activities. It is the intent of the committee to launch an education and awareness campaign through various forms of public consultation, including conducting public forums, facilitating press conferences, creation and distribution of posters, production of video clips for presentation for television and radio consumption and any other initiative deemed necessary and appropriate.

Staff support is also sought from the Corporate Communication Department to assist in the enhancement and execution of this communication plan.

It is the intention of the taskforce to seek corporate business support and involvement from the public to financially assist in the execution of the Public Awareness Campaign.

**Purpose**

To increase public awareness and knowledge and take action to ensure the existence of proper safety practices and advocate for measures that will create safer environments by adopting injury prevention policies and strategies and by improving compliance with proper safety equipment usage. These objectives are aimed at reducing the number and extent of injuries and fatalities experienced by people engaged in recreational sports and activities.

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

The Recreational Sports Safety Task Force was created in March, 2007 by Ward 4 Councillor, Sandra Yeung Racco and Regional Councillor Mario Ferri. Its mandate was to develop and execute an education program aimed at safety and injury prevention in recreational sports and activities such as tobogganing, skateboarding, skiing, snowboarding, etc. The committee is comprised of a coalition of concerned residents, York Region Health Services, Catholic and Public School Boards, Police Department, City of Vaughan Fire and Rescue and Dr. Charles Tator, a Neurosurgeon at Toronto General Hospital.

In the process of researching and documenting the status of injuries and fatalities resulting from recreational sports and activities, a variety of different sources were sought. Among those was ThinkFirst Canada, founded by Dr. Charles Tator, Neurosurgeon at Toronto General Hospital. This organization offers a comprehensive elementary school-based program for students from Kindergarten to Grade 8. The program implements teaching strategies appropriate for meaningful learning, including family components. This is a series of home activities which reinforces the school-based lessons through family and community-based activities.

ThinkFirst, in its forthcoming book on catastrophic injuries in sports and recreation in Ontario, has documented the risks of tobogganing and has in fact categorized tobogganing as a very high risk activity. In terms of risk to the participant, tobogganing/sledding has been ranked #4 in the province behind diving, snowmobiling and parachuting, and ahead of known, and seemingly "risky" activities such as hockey, skiing and bicycling. It is noted that head, spinal, abdominal and facial injuries were the major types of catastrophic injuries that occurred.

Most injuries in the ThinkFirst study were deemed to be preventable by the health care professionals who reported the injuries. The risk factors identified including lack of adult supervision of younger children, sledding on non-designated hills or hills with obstacles and proximity to roads. ThinkFirst's study of other winter activities such as skiing and snowboarding indicates that helmet use reduces head injuries. Regulations requiring helmet use while sledding, or sledding only on designated hills, might impact more negatively on poorer families and individuals, and reduce participation, and so effort must be made to counteract this possibility.

To gain further support and information, the York Catholic District School Board and the York Region District School Board were approached by the taskforce and they both wholeheartedly endorsed this education and public awareness program and have provided the task force with letters of endorsement to this effect.

Safe Kids Canada - Municipal Issues in Child Injury Prevention - is a public policy body and advocates helmet safety. They have also endorsed and expressed support for this initiative. Their national focus has had considerable community involvement of over 2,100 injury prevention partners across Canada. Their mission, like ours, is to help prevent injuries to children, to increase public awareness and advocate for measures that create safer environments and practices. Safe Kids Canada works with government and industry. Safe Kids Canada does recommend helmet use for other wheeled activities, such as, skateboarding, in-line skating, scooters, etc. and with winter sports such as, skating, tobogganing, skiing and snowboarding.

#### **Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health and Wellness.

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

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#### **Regional Implications**

The impact of this initiative on the resources of the Regional Municipality of York is limited to the involvement and engagement of the York Region Health Services and Police Department. The benefits of this initiative may well be a reduction in injuries and fatalities resulting from recreational sports and activities.

#### **Conclusion**

A coalition of concerned residents, regional and municipal agencies, medical experts and like agencies, that make up the Recreational Sports Safety Task Force, have jointly concluded that there is value and a need to develop and implement a public awareness and education program to reduce injuries and fatalities resulting from recreational sports and activities.

The City of Vaughan is being requested to add its name to the list that support and endorse this initiative in order to assist in ensuring the successful implementation of Public Awareness Campaign in the City of Vaughan.

#### **Attachments**

1. Recreational Sports Safety Taskforce Terms of Reference
2. Members of the Task Force
3. Letters of Endorsement
4. "Where Is Your Helmet?" Flyer

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

Anita Micoli, 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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During the October 17, 2005 committee meeting, staff members provided the names of their alternates to the Chair. A motion was made and carried that York Region be approached and requested that a representative attend all City of Vaughan Emergency Management Program Committee Meetings. A letter was sent by the City Manager to the CAO of York Region. The CAO of York Region denied the request as there are eleven Emergency Management Program Committees in operation in York Region, there was insufficient staff resources.

On January 29, 2007, Council appointments were made for the Emergency Management Program Committee for a term of 2006-2010.

The terms of reference for the Committee have been reviewed and revised to reflect the change in title of the Act and the addition of the designated alternates (Attachment 2).

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

This report is consistent with the priorities previously set by Council) and the necessary resources have been allocated and approved for the Emergency Management Program Committee.

#### **Regional Implications**

N/A

#### **Conclusion**

The revisions to the terms of reference for the Emergency Management Program Committee for the City of Vaughan reflects organizational changes and ensures that the City will meet the legislated requirements prescribed for an Emergency Management Program Committee in the *Emergency Management and Civil Protection Act and its Regulations*.

#### **Attachments**

1. Emergency Management Program Committee By-Law 192-2005
2. Emergency Management Program Committee Terms of Reference, as revised.

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

Sharon Walker  
Manager, Emergency Planning  
Extension 8301

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

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Item 5, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**5**

**AWARD OF TENDER T08-004  
THORNHILL WOODS PARK (UV2-N3)**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated February 19, 2008:**

**Recommendation**

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

- 1) That T08-004, Thornhill Woods Park (UV2-N3) be awarded to Melfer Construction Inc. for the amount of \$399,195.24 (excluding G.S.T.) and,
- 2) That a contingency allowance of 15% be approved, within which the Director of Parks Development is authorized to approve amendments to the contract; and,
- 3) That a bylaw be enacted authorizing the Mayor and the City Clerk to sign the necessary documents.

**Economic Impact**

Capital project PK 6122-07 – Thornhill Woods Park (UV2-N3) funding was approved in the 2007 Capital Budget. The annual operating cost of \$27,000 is required to maintain this park once completed.

**Communications Plan**

Not applicable

**Purpose**

The purpose of this report is to seek approval to award tender T08-004 for the development of Thornhill Woods Park (UV2-N3).

**Background - Analysis and Options**

The project is for the construction of the Thornhill Woods Park (UV2-N3) located on 289 Thornhill Woods Drive, north of Highway 7 in Ward 4.

The project includes the construction of the following in accordance with the master landscape plan: one mini soccer field; one junior softball field; several gathering spaces with seating; a senior and a junior play structure; concrete paving, asphalt pathways with lighting; site furnishings; drainage structures, plantings and sodding.

The proposed park components were presented at a public consultation meeting was held August 8, 2007 at the Baker Homestead within Sugarbush Heritage Park. The park is designed respecting the principles of CPTED – Crime Prevention Through Environmental Design.

The Bidders have been pre-qualified by the City of Vaughan as eligible Bidders to submit bids for this Project. Tenders were closed and publicly opened on Tuesday, January 29, 2008. Eight (8) bid documents were received. The bid results of the five (5) lowest bids are as follows:

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<b><u>Contractor</u></b>	<b><u>Base Tendered Price (excl. GST)</u></b>	<b><u>Provisional Item (excl. GST)</u></b>	<b><u>Total Tendered Price (excl. GST)</u></b>
Melfer Construction Inc.	\$399,195.24	n/a	\$399,195.24
Gateman Milloy Inc.	\$430,071.23	n/a	\$430,071.23
Forest Contractors Ltd.	\$435,271.00	n/a	\$435,271.00
Rutherford Contracting Ltd.	\$442,732.52	n/a	\$442,732.52
Northgate Farms	\$489,345.25	n/a	\$489,345.25

**Relationship to Vaughan Vision 2020**

The development of Thornhill Woods Park is consistent with Vaughan Vision 2020 by providing Service Excellence through Enhancing and Ensuring Community Safety, Health and Wellness.

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**

Parks Development and Purchasing Services Department staff members have reviewed the bid submissions and have determined that the low bid contractor, Melfer Construction Inc., is deemed to meet the requirements of the contract.

Upon award of Tender, this project will commence within ten (10) working days from the Date of Notification of Award, weather permitting and should be completed on June 27, 2008.

**Attachments**

None

**Report prepared by:**

Charles Kuo, Landscape Planner, Ext. 3203  
Paul Gardner, Director of Parks Development, Ext. 3209

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Item 6, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

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**AWARD OF PROJECT – RFP07-190  
SELECTION OF CONSULTANT  
CLASS ENVIRONMENTAL ASSESSMENT STUDY  
HIGHWAY 400 / AMERICA AVENUE OVERPASS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 19, 2008:

**Recommendation**

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

1. That the budget for Capital Project 1583-0-06 be increased from \$155,000 to \$230,000 to cover the estimated cost of completing the Class Environmental Assessment for the proposed Highway 400 / America Avenue overpass with funding from City Wide Development Charges- Engineering Services;
2. That the engineering consulting firm of UMA Engineering Limited be retained to provide the necessary engineering services in connection with the completion of the Class Environmental Assessment for the proposed Highway 400 / America Avenue overpass at an estimated cost of \$203,218 excluding G.S.T.;
3. That a contingency allowance in the amount of \$20,000 excluding 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;
4. That the inclusion of this matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as Class EA Study for the proposed Highway 400 / America Avenue overpass is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002:and,
5. That the Mayor and Clerk be authorized to sign an Engineering Services Agreement with UMA Engineering Limited.

**Economic Impact**

Based on the results of a Request for Proposal process, the undertaking of the Class Environmental Assessment study (Class EA) for the proposed Highway 400 / America Avenue overpass is estimated to cost \$230,000, which exceeds the approved 2006 Capital Budget (Project No. 1583-0-06) amount of \$155,000 for this study by about \$75,000. Accordingly, it is recommended that the budget for this Class EA study be increased by \$75,000 to cover this funding shortfall and to ensure that there are sufficient funds to complete the study.

**Communications Plan**

This Class EA study will include a comprehensive public consultation process involving all affected stakeholders. The public consultation process will be conducted in consultation with Staff and the Ward Sub-Committee in accordance with the requirements of the Class EA process. Given the likelihood that the residents in Block 33 will take a keen interest in this project, the consultant will be required to maintain an up-to-date project website where all current information

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related to the study will be posted and comments from the public may be received for consideration by the study team. In addition, a Citizens Liaison Committee will be established for the duration of the project to provide regular input into the study.

#### **Purpose**

The purpose of this report is to seek Council approval to retain UMA Engineering Limited to complete the Class EA Study for the proposed Highway 400 / America Avenue overpass pursuant to Request for Proposal RFP07-190, and to increase the approved funding for Capital Project No. 1583-0-06.

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

The construction of the Highway 400 / America Avenue overpass is required to complete the proposed east-west mid-block collector road system within Block 33 in accordance with Official Plan Amendments (OPA) 400 / 600. The background transportation studies completed in support of OPA 400 / 600 identified this overpass as a key road link in the overall primary road network for the surrounding residential areas on both sides of Highway 400. In addition, it is anticipated that the completion of this road link will also provide some relief to traffic volumes on the adjacent Regional arterial roads such as Major Mackenzie Drive and Teston Road. The proposed alignment of the overpass connects America Avenue on the east side to Canada Drive on the west side of Highway 400. This link would complete the construction of the City's east-west collector road system within Block 33 as shown on Attachment No. 1. The initial stage of a road project of this magnitude involves the completion of a Class EA.

The 2006 approved Capital Budget Project No. 1583-0-06 provides for the completion of a Class EA study for the Highway 400 / America Avenue overpass with funding from City-wide Development Charges.

In September 2007, the Purchasing Servicing Department issued Request for Proposal RFP07-190 (RFP) for the retainer of a consulting engineering firm to assist the City in the undertaking of the necessary Class EA for the Highway 400 / America Avenue overpass. In accordance with the City's Purchasing Policy for projects of this magnitude, the RFP was publically advertised using the following publication sources:

- Vaughan Weekly (City Page)
- Vaughan Today (City Page)
- Electronic Tendering Network
- Ontario Public Buyer's Association

In response to the RFP, four consulting firms were issued RFP packages, however, only one Proposal submission was received on October 1, 2007 from UMA Engineering Limited. The evaluation committee have reviewed and assessed the proposal submitted based on the following criteria:

- Project Understanding and Approach – 30%
- Work Plan and Project Management – 30%
- Firm Qualifications and Staff Experience – 20%
- Engineering Fees – 20%

Based on the evaluation committee's review of the submitted proposal, and a subsequent interview with the consulting firm's project team members, it was determined that UMA Engineering Limited successfully fulfilled all of the City's technical requirements and qualifications

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related to the project. As a result, the committee is satisfied that UMA Engineering Limited meets all required qualifications to successfully complete this environmental assessment study on behalf of the City.

The total estimated cost to complete the Class EA study including engineering consulting services, a contingency allowance and applicable taxes (G.S.T. is 100% recoverable), is \$229,914.54 and is calculated as follows:

**UMA Engineering Limited**

Total Cost	\$203,218.00
Contingency Allowance (10%)	<u>\$ 20,000.00</u>
Sub-Total	\$223,218.00
G.S.T. (5% amount is 100% recoverable)	\$ 11,160.90
Treasury Administration (3%)	<u>\$ 6,696.54</u>
Total	\$241,075.44
Less G.S.T. Recoverable	<u>\$(11,160.90)</u>
<b>Total Cost</b>	<b>\$229,914.54 (Rounded \$230,000)</b>

Given the anticipated high level of public interest in this Class EA study, it is recommended that a contingency allowance of 10% be carried to cover unexpected costs which may arise during the course of the study.

**Relationship to Vaughan Vision 2020**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursue of excellence in service delivery;
- Leadership initiatives and promotion of environmental sustainability;
- Effective governance; and
- Planning and managing growth, and economic vitality.

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

**Regional Implications**

Regional Staff are aware of this project and have been involved in the evaluation committee's decision relating to the selection of a consultant. Further, as a major stakeholder, it is expected that Regional Staff will be involved throughout the duration of the study and will work in close consultation with Staff to ensure its successful completion.

**Conclusion**

The proposed Highway 400 / America Avenue overpass is a key link in the overall primary road network for the surrounding residential areas on both sides of Highway 400 within Block 33. The initial stage of a road project of this magnitude is the completion of a Class EA. Based on the results of the Request for Proposal RFP07-190, it is recommended that UMA Engineering Limited be retained by the City to assist in the completion of the necessary Class EA for this road project. Funding for this project will come from the 2006 Capital Budget (Project No. 1583-0-06) subject to Council's approval of the additional funding.

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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, 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 sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

**Attachment**

1. Location Map

**Report prepared by:**

Tony Artuso, Senior Engineering Assistant, Ext. 8396

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 7, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**7**

**AWARD OF PROJECT – RFP07-212  
SELECTION OF CONSULTANT  
CLASS ENVIRONMENTAL ASSESSMENT STUDY  
OPA 620 EAST-WEST COLLECTOR ROAD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 19, 2008:**

**Recommendation**

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

1. That the budget for Capital Project No. DT-7011-07 be increased from \$236,900 to \$256,000 to cover the estimated cost of completing the Class Environmental Assessment for the proposed East-West Collector Road within the Official Plan Amendment 620 area with funding from City Wide Development Charges – Engineering Services;
2. That the engineering consulting firm of iTrans Consulting Inc. be retained to provide the necessary engineering services in connection with the completion of the Class Environmental Assessment for the proposed East-West Collector Road within the Official Plan Amendment 620 area at an estimated cost of \$228,600 excluding G.S.T.;
3. That a contingency allowance in the amount of \$20,000 excluding 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;
4. That the inclusion of this matter on a Public Committee or Council agenda with respect to increasing the capital budget identified as Class Environmental Assessment Study OPA 620 East – West Collector Road is deemed sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002; and,
5. That the Mayor and Clerk be authorized to sign an Engineering Agreement with iTrans Consulting Inc.

**Economic Impact**

Based on the results of a Request for Proposal process, the undertaking of the Class Environmental Assessment study (Class EA) for the proposed East-West Collector Road within the Official Plan Amendment 620 is estimated to cost \$256,000, which exceeds the approved 2007 Capital Budget (Project No. DT-7011-07) amount of \$236,900 for this study by about \$19,100. Accordingly, it is recommended that the budget for this Class EA study be increased by \$19,100 (rounded) to cover this funding shortfall and to ensure that there are sufficient funds to complete the study.

**Communications Plan**

This Class EA study will include a comprehensive public consultation process involving all affected stakeholders. The public consultation process will be conducted in consultation with Staff and the Ward Sub-Committee in accordance with the requirements of the Class EA process.



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#### **Purpose**

The purpose of this report is to seek Council approval to retain iTrans Consulting Inc. to complete the Class EA Study for the proposed Official Plan Amendment 620 East-West Collector Road pursuant to Request for Proposal RFP07-212, and to increase the approved funding for Capital Project No. DT-7011-07.

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

Official Plan Amendment (OPA) 620 was adopted by Council on June 26, 2006. Background transportation studies completed in support of OPA 620 have identified the need for a new collector road extending from Jane Street to Keele Street just north of Steeles Avenue. The westerly portion of the new collector road is currently approved by the Ministry of Environment as part of the Region's Public Transit Improvements Environmental Assessment. The balance of the road will be the subject of the City Class EA Study. (Refer to Attachment No. 1) Construction of this east-west collector road is required to accommodate the projected traffic volumes resulting from development in the area, and the future Spadina Subway extension, including the associated Steeles Avenue Subway Station and York Regional Transit facility proposed within the OPA 620 lands.

The 2007 approved Capital Budget Project No. DT-7011-07 provides for the completion of a Class EA study for this east-west collector road with funding from City-wide Development Charges.

In September 2007, the Purchasing Servicing Department issued Request for Proposal RFP07-212 (RFP) for the retainer of a consulting engineering firm to assist the City in the undertaking of the necessary Class EA for the OPA620 East-West Collector Road. In accordance with the City's Purchasing Policy for projects of this magnitude, the RFP was publically advertised using the following publication sources:

- Vaughan Weekly (City Page)
- Vaughan Today (City Page)
- Electronic Tendering Network
- Ontario Public Buyer's Association

In response to the RFP, seven consulting firms were issued RFP packages, however, only two submissions were received on October 1, 2007 from iTrans Consulting Inc. and Marshall Macklin Monaghan Group Limited. The evaluation committee have reviewed and assessed these two Proposals based on the following criteria:

- Project Understanding and Approach – 30%
- Work Plan and Project Management – 30%
- Firm Qualifications and Staff Experience – 20%
- Engineering Fees – 20%

Based on the evaluation committee's review of the two proposals, it was determined that iTrans Consulting Inc. successfully fulfilled all of the City's technical requirements and qualifications related to the project. As a result, the committee is satisfied that iTrans Consulting Inc. best meets all required qualifications to successfully complete this Class EA study on behalf of the City.

The total estimated cost to complete the Class EA study including engineering consulting services, a contingency allowance and applicable taxes (G.S.T. is 100% recoverable), is \$256,058 and is calculated as follows:

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

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**iTrans Consulting Inc.**

Total Cost	\$228,600.00
Contingency Allowance (approx. 10%)	<u>\$ 20,000.00</u>
Sub-Total	\$248,600.00

G.S.T. (5% amount is 100% recoverable)	\$ 12,430.00
Treasury Administration (3%)	<u>\$ 7,458.00</u>
Total	\$268,488.00

Less G.S.T. Recoverable	<u>\$(12,430.00)</u>
<b>Total Cost</b>	<b>\$256,058.00 (Rounded to \$256,000)</b>

It is recommended that a contingency allowance of approximately 10% be carried in the project budget to cover unexpected additional costs which may arise in connection with addressing specific stakeholder concerns during the course of the study.

**Relationship to Vaughan Vision 2020**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursue of excellence in service delivery;
- Leadership initiatives and promotion of environmental sustainability;
- Effective governance; and
- Planning and managing growth, and economic vitality.

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

**Regional Implications**

Regional Staff are aware of this project and its importance as it relates to addressing the traffic projections associated with the build-out of OPA 620, and the proposed Steeles Avenue Subway Station and Regional Transit Facility. Further, as a major stakeholder, it is expected that Regional Staff will be involved throughout the duration of the study and will work in close consultation with Staff to ensure its successful completion.

**Conclusion**

The proposed East-West Collector road is a key component of the overall primary road network in the OPA 620 development area. A Class EA Study must be completed for the easterly portion of this proposed East-West Collector road (as identified on Attachment No. 1) before the City can proceed to the detailed design and construction stages.

Based on the results of the Request for Proposal RFP07-212, it is recommended that iTrans Consulting Inc. be retained by the City to assist in the completion of the necessary Class EA for this road project. Funding for this project will come from the 2007 Capital Budget (Project DT-7011-07) subject to Council's approval of the additional funding.

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, 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 sufficient notice pursuant to Section 2(1)(c) of Bylaw 394-2002.

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**Attachment**

1. Location Map

**Report prepared by:**

Tony Artuso, Senior Engineering Assistant, Ext. 8396

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 8, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**8** **ASSUMPTION – RAINBOW CREEK VILLAGE**  
**19T-95090 / 65M-3141**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 19, 2008:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That Council enact the necessary by-law assuming the municipal services that are set out in the Subdivision Agreement for Plan 65M-3141, and that the municipal services letter of credit be reduced to \$30,000.

**Economic Impact**

Upon assumption of this development, approximately 0.3 lane kilometers of roadway and associated municipal services including storm and sanitary sewers, watermain, street lighting, streetscaping, sidewalk, storm water management facilities, parks, etc., will be added to the City's network of infrastructure. This additional infrastructure will incur the normal expense associated with annual operation and maintenance activities plus eventual life cycle renewal.

**Communications Plan**

Not applicable.

**Purpose**

This report pertains to the assumption of the municipal services in plan of subdivision 65M-3141 by the City.

**Background - Analysis and Options**

The Rainbow Creek Plan of Subdivision 65M-3141 is a 12 lot residential development located on the north side north of Highway #7 and east of Martingrove Road as shown on Attachment No.1.

The subdivision agreement with National Homes (Woodbridge) Inc. was executed on July 8, 1997, and the Plan of Subdivision was subsequently registered July 15, 1997. The construction of the roads and municipal services in Plan 65M-3141 were completed in June 1997 and top course asphalt was placed in May 2000.

The municipal services in the subdivision have now completed the required minimum thirteen month maintenance period and the developer has rectified all deficiencies. In addition, the grading of all lots in the subdivision has been certified by the Developer's engineering consultant. Accordingly, the Developer has requested that the roads and municipal services in the subdivision be assumed by the City, and that the development securities held by the City be released.

All documentation required by the subdivision agreement for assumption has been submitted. Engineering staff, in conjunction with the Developer's Consulting Engineer, have conducted all the necessary inspections of the municipal services in the subdivision and are now satisfied with

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the extent of the works subject to the final restoration of the top course asphalt on a section of Parkfield Court that was recently excavated in order to repair a short section of sanitary sewer as detailed below.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Building Standards, Parks Development, Parks Operations and Forestry, Development Planning and Clerks. In addition, the Reserves and Investments Department has confirmed that all of the City's financial requirements associated with this subdivision have been satisfied.

A short section of the sanitary sewer on Parkfield Court settled after it was originally constructed causing some operational problems in the system. In the Fall of 2007, the developer open cut the road and replaced this section of sewer. The Public Works Department is satisfied with the extent of the sewer repair work but has requested that \$30,000 be held back in securities to guarantee the final restoration of the asphalt surface on Parkfield Court where the sewer repair took place and to complete the final video inspection and flushing of the replaced sewer section. This work will be carried out by the developer in the spring of 2008.

#### Relationship to Vaughan Vision 2020

The development of this subdivision and the assumption of the municipal services are consistent with Vaughan Vision 2020, which encourages management excellence through planned and managed growth and the maintenance of City assets and infrastructure. Accordingly, this report is consistent with the priorities established by Council in the Vaughan Vision Strategic Plan 2020.

#### 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-3141 be assumed and the municipal services letter of credit be reduced to \$30,000. Once the deficiencies are repaired and 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  
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.)



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At some point after the registration of Plan 65M-3338, the School Board decided not to exercise their option on the school block so the lands reverted back to the developer for residential use. The developer subsequently submitted Draft Plan of Subdivision 19T-04V07 on the former school block which proposed 33 residential lots. Through the draft plan review process, PowerStream and City staff identified that the existing hydro switch gear fell within the front yard of a proposed residential lot. In keeping with usual practice, the Developer was requested to explore the feasibility of relocating this hydro switch gear to a more suitable location in the draft plan. After investigating a number of options, PowerStream determined that it was not practically feasible to relocate the switchgear. Accordingly, in an effort to mitigate the impact of the switchgear on the lot, the Developer prepared a demonstration plan showing how the switch gear could be maintained in the front yard of the lot and not impact the siting of the house and associated driveway. Through the review and approval of this plan, the frontage of the subject lot was widened to approximately 16.0 metres to accommodate the switch gear, which is about 4.0 metres wider than most other lots in the subdivision. Based on the adjustments to the lot width, the Mackenzie Glen Draft Plan of Subdivision 19T-04V07 was draft approved and ultimately registered as Plan 65M-3879. Consequently, the hydro switch gear is now located within an easement in favour of PowerStream on Lot 33 in Plan 65M-3879. Through the engineering stage of this development, the switch gear was detailed on the civil, landscaping and utility location plans, which were eventually approved by both PowerStream and the City.

The Developer has advised the City that the current homeowner of 500 Cunningham Drive had formally acknowledged and accepted that the hydro switch gear was located in the front yard of the lot prior to taking title of the property. Notwithstanding this, it is our understanding that the homeowner has recently contacted PowerStream to inquire about the feasibility of relocating the switch gear. On March 13, 2007, PowerStream provided a written response to the homeowner which concluded that based on a review of the existing electrical distribution system there is no viable option available to relocate the switch gear. A copy of this correspondence is included as Attachment No. 2 to this report.

In preparing this report, staff met with PowerStream to gain a better understanding of the potential options that are available to relocate the subject hydro switch gear. Based on these discussions, the following four options were explored:

**Option 1** - Relocate the existing hydro switch gear to the north-west corner of the St. Joan of Arc School site. This option would involve extending high voltage cable from the existing switch gear site easterly along Cunningham Drive to the school, removal and relocation of the switch gear, and full restoration. The installation of the cable would require trenching along the road boulevard, and the crossing of about ten existing driveways and St. Joan of Arc Avenue. Based on very preliminary estimates, the electrical work associated with this option is expected to cost between \$125,000 and \$150,000 plus the cost of acquiring an easement over the school block.

**Option 2** - Relocate the hydro switch gear to the center median within the cul-de-sac at the north end of Leor Court. This option would involve extending high voltage cable westerly along Cunningham Drive then north on Leor Court to the median. The installation of the cable would require trenching along the road boulevard, and the crossing of about ten existing driveways and Leor Court. Based on very preliminary estimates, the electrical work associated with this option is expected to cost about \$150,000. It is important to note that the relocation of the switch gear to the median would require the removal of some existing landscaping to make room for the new hydro switch gear. In addition, there are a number of existing underground utilities, municipal services and two hydro transformers currently situated on the median which may need to be moved to make sufficient room for the additional switch gear. Since this median is in full view of about twelve existing residences on the cul-de-sac, it would be appropriate to provide additional landscaping on the median to visually screen the switch gear.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008

#### Item 9, CW Report No. 9 – Page 3

**Option 3** - Replacing the existing hydro switch gear within an underground vault. Although this is the least disruptive option, the design and construction requirements involved with an underground alternative is estimated to cost about \$175,000. In addition, the proposed underground vault would still be contained within the existing easement in the front yard and would require a large metal grate at ground level.

**Option 4** – Removal of the hydro switch gear from the distribution system. This switch gear services approximately 300 customers and is an integral part of a much larger distribution system, providing backup servicing to an additional 300 customers. PowerStream staff advise that given the existing layout and design of the electrical distribution system, the removal of this hydro switch gear is not a technically feasible option.

After thorough considering these options, PowerStream once again concluded that there isn't a practical and economical option available to relocate the existing switch gear situated on the property at 500 Cunningham Drive in Maple.

#### Development Review Process Refinements

In new development, it is the practice to locate large hydro vaults and switch gears in areas that will not directly impact residential lots such as in school blocks, parks, storm water management facilities, landscaped medians, single loaded roads and if necessary, at the rear flankage of a lot. In infill developments, the situation can arise where an existing hydro vaults or switch gears conflicts with a proposed residential lot. In this case, the developer is requested to relocate the hydro facility to a more appropriate location if it is practically and economically feasible to do so.

Through recent discussions, City and PowerStream staff has established the following protocol for new residential development applications in order to better address the situation where existing hydro infrastructure has the potential to conflict or negatively impact with the development or redevelopment of a site. During the development review process, PowerStream will;

- (a) advise the City if a proposed or existing hydro switch gear or vault is located within a proposed residential subdivision or individual lot;
- (b) request the developer to relocate, entirely at the developer's cost, any existing or proposed hydro switch gear or vault that negatively impacts a proposed residential lot to an appropriate site within or in proximity to the development, if it is determined that it is practically and economically feasible to do so, to the satisfaction of the City and PowerStream;
- (c) If in the event there is no reasonable alternative other than to locate a hydro switch gear or vault on or in proximity to a residential lot, then PowerStream will request that the City include a condition in the subdivision agreement requiring that the appropriate warning statements be included in all purchase and sale agreements for the effected lot advising perspective purchasers of the existence of the hydro facility; and
- (d) The following requirement will be imposed as a standard condition of development approval for new residential developments:

*“Prior to final approval of the Plan, the Owner shall make the necessary arrangements for the relocation of any existing utilities required by the development of the subject lands to be undertaken at the Owner's expense to the satisfaction of the City. The Owner shall agree in the subdivision agreement to incorporate in the design and layout of the units, all possible methods for the screening of utility boxes, transformers, and/or hydro meters to the satisfaction of the City.”*



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**Relationship to Vaughan Vision 2020**

This report is in keeping with the strategic goals and objectives of Vaughan Vision 2020, in particular the initiatives relating to the effective management of growth and the delivery of high quality of services to all City stakeholders.

**Regional Implications**

There are no Regional implications associated with this report.

**Conclusion**

After thorough consideration of the possible options, PowerStream has concluded that it is neither practically nor economically feasible to relocate the existing hydro switch gear situated in the front yard at 500 Cunningham Drive in Maple. City and PowerStream staff has implemented a number of refinements to the development review process in order to better address the location of hydro switch gears and/or vaults in new residential developments. Accordingly, staff is recommending that the municipal services in Phase 5 of the Mackenzie Glen Subdivision, Plan 65M-3338 be assumed and the municipal services letter of credit be reduced to \$55,000 as set out in Item 23, Report No. 1, of the Committee of the Whole meeting on January 21, 2008, a copy of which is attached to this report as Attachment No.3.

**Attachments**

1. Location Map
2. PowerStream letter dated March 13, 2007
3. Item 23, Report No.1 of the Committee of Whole Meeting – January 21, 2008

**Report prepared by:**

Htay Aung, P.Eng – Senior Engineering Assistant, ext. 8264  
Mark Chiochio, C.E.T – Supervisor Development Review, ext. 8239  
Tony Magliocchi, C.E.T – Manager of Development Services, ext. 8253

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 10, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**10 APPLICATION FOR APPROVAL OF WASTE DISPOSAL SITE –  
(TRANSFER FACILITY) ON CN RAILWAY LANDS  
MOE REFERENCE NUMBER 2845-79YM3L “FIRST WASTE TRANSLOAD INC.”**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated February 19, 2008, be approved;
- 2) That the MOE require sufficient Financial Assurance to cover the costs for the clean up, removal, transportation, disposal and supervision of any waste present on the site due to its hazardous nature or because of, including but not limited to, fires, spills, or any other emergency or financial insolvency on the part of the Company;
- 3) That in light of the information provided in bullet 1 under “Background – Analysis and Options” of the report regarding there being no review by any authority of the building plans because of it being situated on Federally regulated lands, that staff prepare a letter outlining this concern and that the letter be directed to the proper Federal authorities, AMO and FCM; and
- 4) That the following written submissions be received:
  - a) Mr. Denis Kelly, Regional Clerk, The Regional Municipality of York, 17250 Yonge Street, Newmarket, L3Y 6Z1, dated February 14, 2008; and
  - b) Mr. Dennis O’Leary, Aird & Berlis, LLP, Barristers and Solicitors, BCE Place, 181 Bay Street, Suite 1800, Box 754, Toronto, M5J 2T9, dated February 15, 2008.

**Recommendation**

The Commissioner of Engineering and Public Works, in consultation with the Fire Chief, recommends that:

1. Should the Ministry of Environment grant a Certificate of Approval, it should be contingent upon the concerns of the Vaughan Fire & Rescue Service, as outlined in this report, being addressed to the satisfaction of the City, and a detailed traffic study, prepared by a qualified professional engineer, that will address the concerns of truck traffic on local roads, must be submitted to the City;
2. Consideration should be given to alternatives such as the possible use of Costa Rd. as a relief for some of the traffic, and the possibility of constructing a right in entrance on Regional Road 7 (formerly Hwy. #7) as a direct route for trucks to access the site; and,
3. The Clerk send a copy of this report to Mr. Andrew Neill, Senior Engineer, Ministry of Environment.

**Economic Impact**

There is no economic impact to the City as a result of these recommendations.

**Communications Plan**

The Ministry of Environment will be advised of Council’s comments and direction with respect to the above noted recommendations.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008

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#### Background - Analysis and Options

On January 18, 2008, the City received notification from MOE regarding an application for approval of a Waste Disposal Site, requesting comments and zoning. The application is from First Waste Transload Inc. to establish a waste disposal transfer facility at the MacMillan Yard, Concord Outlet, on lands owned by the Canadian National Railway Company. It is important to note that these lands are not subject to the City's Zoning jurisdiction, but are zoned EM4, for use as a rail yard.

As part of this transfer station, a new, large special purpose building is under construction and is nearing completion, south of Highway 7 and north of Highway 407, east of Creditstone Road, as shown of Attachment #1. Access to this facility is proposed to be from the east end of Freshway Drive. The trucks hauling material into this facility will proceed over established roads on the CN property and will be offloaded inside Transload's building into special purpose railway cars, which will transport the waste to Michigan.

This facility will receive non-hazardous, solid industrial waste, which will include waste generated at construction and demolition sites, together with waste from institutional, commercial and industrial operations. On an annual average daily basis, the facility will receive no more than 1000 tonnes of materials per day.

The Deputy Fire Chief attended the site with representatives of the applicant on January 30, and has provided comments to First Waste Transload regarding the following concerns:

- The building is on CN property and under federal regulatory review and therefore exempt from Ontario Building Code and City of Vaughan scrutiny with respect to the construction. Therefore VFRS staff have not been able to review the building plans before construction. We are not aware of any review of the building by federal regulatory agencies. We have advised the First Waste representative that VFRS would like to inspect the building and share any concerns that we might have about the fire protection systems with him.
- The building has a sprinkler system, but does not appear to have a fire alarm (pull stations).
- The hydrant at the north west corner of the building is not adjacent to a fire route and will prove difficult to access if needed.
- There is no municipal address for the property.
- Access to the property is through the driveway at 10 Freshway (BFI), and then follows a long and circuitous route which must be at least 700 m in length to the building. In normal Ontario Building Code regulated situations this access route would have to be a fire route. It would therefore be paved, be at least 6 m in width and marked as a fire route with no parking. The representative from First Waste Transload advised that he intended to pave the access route, but not before late spring or early summer. In the meantime the access route is rough and likely to be very muddy in the spring thaw.

The building and site appear to be nearing completion and should soon be ready to go into operation. Notwithstanding the above, the First Waste Transload representative expressed an interest in working with VFRS with respect to the above noted concerns.

In terms of traffic concerns, it is anticipated that there will be 33 tractor trailer units per 24 hour period arriving and leaving this site. The streets in this industrial area are built with a 20 metre right-of-way, with a 10.8 metre pavement width. Current industrial road standards call for a 23 metre right-of-way, with an 11.5 metre pavement width. There is already a large volume of truck traffic on Creditstone Road between Regional Road 7 (formerly Hwy. 7) and Freshway Drive, and the City currently receives complaints from area businesses about the difficulties they are

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experiencing with traffic in this general area. It is anticipated that there will be increased concern from these businesses as a result of the additional truck traffic generated by the activity at First Waste.

Given the traffic issues, and congestion in this general area, a traffic impact study, that is prepared by a qualified professional engineer, should be provided to the City to address the concerns of this additional traffic on local and regional roads during peak and off-peak hours. Consideration should also be given to using alternative routes, such as the possible use of Costa Rd. as a relief for some of the traffic, and the possibility of constructing a right-in entrance from Regional Road 7 as a direct route for trucks to access the site.

#### **Relationship to Vaughan Vision 2020**

This report is consistent with the priorities previously set by Council and relates specifically to the following Vaughan Vision objectives:

A-2 Enhance and Ensure Community Safety, Health & Wellness.

#### **Regional Implications**

Due to the concerns with increased truck traffic on the local roads in the area, one suggested alternative to address some of these concerns would be for the applicant to seek permission from the Region of York to construct a right-in turn from Regional Road # 7 (formerly Highway 7), into this facility. This road is under the Region's jurisdiction, and would require their approval for such an entrance.

#### **Conclusion**

As the lands are federally regulated, they are not subject to City zoning. However, should the Ministry grant a Certificate of Approval for this operation, it should be contingent upon the concerns of the VFRS being addressed to their satisfaction, and a detailed traffic plan being submitted to the City showing the impact on the local road network, and mitigation measures to minimize such impacts.

#### **Attachments**

Location Map

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

Brian T. Anthony

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

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Item 11, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**11 CITY OF VAUGHAN PROCEDURAL BYLAW #400-2002, AS AMENDED  
PROPOSED AMENDMENTS**

**The Committee of the Whole recommends:**

- 1) **That this matter be referred to a Committee of the Whole (Working Session) meeting as soon as possible; and**
- 2) **That the deputation of Ms. Carrie Liddy, 36 Humberview Drive, Woodbridge, L4H 1B1, be received.**

**Recommendation**

Council, at their meeting of December 10, 2007, adopted the following:

That this matter be referred back to staff to provide further information addressing the comments expressed by Members of Council; and

That the deputation of Mr. Richard Lorello, 235 Treelawn Boulevard, P.O. Box 927, Kleinburg, L0J 1C0, be received.

Recommendation of the Commissioner of Legal and Administrative Services and City Solicitor, dated November 27, 2007

The Commissioner of Legal and Administrative Services and City Solicitor recommends:

That staff be directed to give Notice of the proposed adoption of amendments to the City's Procedural Bylaw #400-2002, as amended, and that the proposed amendments as set out in this report be prepared for presentation at the Committee of the Whole Meeting on January 21, 2008.

**Economic Impact**

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

**Communications Plan**

The City's Notice Bylaw requires 10 days notice of proposed amendments to the Procedural Bylaw, to allow for public comment.

**Purpose**

The purpose of this report is to recommend amendments to the City's Procedural Bylaw.

**Background**

Staff have undertaken a review of the City's Procedural Bylaw to ensure compliance with the new *Municipal Act, 2001*, S.O. 2001, c. 25, as amended ("*Municipal Act*"). Staff have also conducted a comparative review of procedural bylaws of other municipalities, including Toronto, Mississauga, Brampton, Richmond Hill, Markham and the Region of York. Consideration has been given to amendments that would clarify the meaning and application of existing sections of the City's Procedural Bylaw #400-2002, as amended, and which would make changes to existing procedure, so that Council's public meetings are carried out as effectively and efficiently as possible. Proposed amendments also include prior Council directions.

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#### **Analysis and Options**

Amendments are recommended with respect to the following sections of the City's present Procedural Bylaw:

- i. Closed Meetings [section 2.4] - education training
- ii. Deputations [section 3] – parameters
- iii. Ceremonial Presentations [section 3] – time limits
- iv. Presentations [section 3]– time limits
- v. Special Purpose Committees [sections 5.11, 5.12, 5.13, 6.4] - to include Presentations and Deputations
- vi. Emergency Meetings of Council
- vii. "New Business"
- viii. Additional Information– cut off times
- ix. Use of electronic devices in Council Chambers and at Meetings
- x. Public Notice
- x. Headings and general house-keeping

#### **Closed Meetings of Council:**

The *Municipal Act, 2001*, provides that meetings of council or committee may only be closed to the public for certain specified matters. The recent amendments to the *Act* provide for an additional instance where a meeting may be closed to the public, namely, where training occurs.

Staff recommends that the City's Procedural Bylaw be amended to provide that meetings of council or committee may be closed to the public where:

- (i) The meeting is held for the purpose of educating or training the members.
- (ii) At the meeting, no member discusses or otherwise deals with any matter in a way that materially advances the business or decision-making of the council, a local board or committee.

#### **Deputations:**

The existing Procedural Bylaw provides that any person may make a deputation to the Committee of the Whole on a matter not listed on the Agenda, provided that a written request is received in the Clerk's office by 12:00 noon on the Wednesday being 12 days prior to the Meeting, and provided that the Clerk has placed the person's name on the Agenda for a deputation at the particular meeting [Section 3.3(3)]. The person seeking to make a deputation must (i) advise of the specific nature of the matter to be presented, (ii) provide any related written material by 12:00 noon on the Friday prior to the Meeting, and, (iii) speak for no longer than 5 minutes [3.3(4)]. Also, any deputation on behalf of an organization, including any corporation, association or on behalf of any group, shall be made by a single representative [Section 3.3(4)].

The Agendas at the City's Committee of the Whole Meetings are typically lengthy, and with the City's rapid growth over the past years, the matters are increasingly complex and numerous. Senior staff are in attendance for all or part of the Meetings. Where deputations are listed to be heard, the normal order of business must often be interrupted for the hearing of deputations at the 3:00pm scheduled start-time. As a result, the matters scheduled to be dealt with on the Agenda for a particular day, may be delayed, or not fully addressed due to time constraints. In addition to the considerable use of staff and Council time when this occurs, there is also a concern about inconveniencing members of the public or various business representatives and professionals, who attend Committee of the Whole specifically to address or hear about matters that are listed on the Agenda. As the Committee of the Whole meetings on Monday's are followed by Closed Session and Public Hearings, it may be more appropriate for deputations to be heard at the Working Sessions, rather than the Monday Committee meetings.

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Working Session agendas include matters which usually require lengthy discussion. Accordingly, it is also recommended that a maximum of 5 deputations be listed on any one agenda, and that a deputant be restricted to one subject matter. This allows Committee adequate time to complete consideration of items on the agenda.

Additionally, the present Procedural Bylaw does not restrict deputations to topics over which the City has jurisdiction, or to subject matters which are not otherwise more appropriately within the purview of City administration or management, or other Special Committees.

The Procedural Bylaws in some municipalities provide more detailed guidelines about the scope of deputations (often referred to as “delegations”). For example, in Toronto, persons may only speak at the particular Committee with a mandate related to the topic, and even then, only where an Information Report related to the intended subject matter is being presented at the particular Committee Meeting, and the Committee has given notice of its intention to hear public “presentations” on the particular Information Report. This means persons may only speak to any item on the agenda. Other matters or questions may be directed to Members of Council who may then place an item on an agenda, or not.

The City’s present Procedural Bylaw requires that those seeking to appear on deputation must only advise of the intended subject matter. In order to ensure that speakers do not digress from the stated subject matter, staff recommends an amendment that would provide for the requirement of written outlines. Written outlines would also assist members of Council in preparing for Committee Meetings.

Presently deputation requests are required by 12:00 p.m. on the Wednesday. However, Agenda Review meetings are held on Wednesday mornings. An amendment is suggested changing the deadline for deputation requests to 12:00 p.m. on the Tuesday, so that deputation requests are known when the draft agenda is reviewed, and proposed deputants may then be directed to the appropriate Committee, if any.

Occasionally, requests are received to speak regarding a recent Council decision. Proposed deputants are advised that a reconsideration motion will be required prior to Committee hearing the deputation. An amendment is suggested for inclusion to codify the City’s longstanding practice.

The following is a summary of the amendments which are recommended:

- i) That deputations for items not listed on the Agenda may be heard only at the Committee of the Whole (Working Session), commencing at 9:30am;
- ii) That proposed deputants may be required to appear before a Special Purpose Committee more appropriately able to consider the subject of the deputation (Audit and Operational Review Committee, Strategic Planning Committee, Budget Committee, Environment Committee);
- iii) That deputations be permitted only in relation to matters that are appropriately within Council’s purview, as opposed to the purview of City administration or management;  
That deputations be permitted only in relation to matters over which the City has jurisdiction;
- v) That persons seeking to appear at deputation will be required to provide a written outline of the subject matter that he or she intends to discuss;
- vi) That a person may be listed to appear at deputation regarding only one subject matter per Meeting;
- vii) That a maximum of 5 (five) persons be permitted to provide deputations at any given meeting, and that the Clerk may further reduce the number of permitted speakers for deputation at any given Meeting of the Committee of the Whole (Working Session), or other Special Purpose Committee, where the matters listed on the Agenda are expected

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to require the time allotted for that Meeting; Persons that cannot be listed for deputation at a particular Meeting may be scheduled for the next Meeting;

- viii) That if a deputation is with respect to a matter that has been recently considered, it shall not be heard by the committee, council or other body that considered the matter, within the next four of its regular meetings after the meeting at which it was originally considered, unless a reconsideration motion is passed.

It is recommended that the City maintain the 5-minute speaking limit, the restriction that deputations made on behalf of a group shall be made by a single representative, and also the notice requirements for deputation requests.

#### Ceremonial Presentations:

The City's present Procedural Bylaw permits "ceremonial presentations" [3.3(3)]. However, the Bylaw does not provide parameters surrounding the nature of matters appropriately dealt with through formal presentations to Council.

It is recommended that the Procedural Bylaw be amended to provide that a Ceremonial Presentation to Council, be on a subject matter within Council's purview and jurisdiction.

#### Presentations:

While persons making presentations are advised of a general 10 minute guideline, often presentations exceed this limit, and can be quite lengthy. In striving for efficiency, staff recommends that presentations at Committee of the Whole or Council Meetings be limited to 10 minutes.

#### Special Purpose Committees:

**A "house-keeping" amendment is required to reflect the order of business for the Environment Committee [Section 6.4]. The Order of Business for all Special Purpose Committees will include "Presentations and Deputations".**

#### Emergency Meetings:

It is recommended that the Procedural Bylaw be amended to permit the calling of an "emergency meeting" on less than 48 hours notice by the Mayor or the City Manager or without notice, and that notice be attempted by written or electronic mail, on the condition that a majority of Council members consent to the having of the Emergency Meeting, by providing written consent thereto, at the commencement of the Emergency Meeting.

This proposed amendment is in keeping with the City's emergency preparedness plans.

#### New Business:

Staff recommends that the Procedural Bylaw be amended to clarify what types of matters may be introduced under "New Business". These could include matters of a general nature, and requests for staff to attend public and/or neighborhood meetings held after normal working hours. Requests for staff reports for matters raised under "New Business", should be put over to a future Committee of the Whole meeting, to ensure that adequate time is provided for the preparation and consideration of these reports. This is codification of Council's resolution in April, 2004.



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#### Additional Information:

The City's Procedural Bylaw presently provides that on the Thursday, 10 days prior to each regular meeting of the Committee of the Whole, the Clerk or his designate (under the supervision of the City Manager), shall prepare an Agenda of all business to be brought before the Committee. [Section 5.4(1)] For those affected parties, professional representatives, and/or members of the public who are not able to attend the Meeting in person to speak to items listed on the Agenda, the City also accepts written submissions or other written material for consideration when the item is being heard at the Meeting (referred to as "Additional Information").

At times, individuals deliver, fax or email correspondence intended as "Additional Information", to the Clerk's Office shortly prior to or after commencement of the Meeting. Also, some individuals attend at the Meeting, and then seek to add their documents as "Additional Information". The Clerks Office cannot ensure adequate distribution in a timely manner. Also, untimely submission of Additional Information requires that members of Council consider information on short notice.

It is therefore recommended that the Procedural Bylaw be amended to provide that any written material intended as "Additional Information" pertaining to an item listed on a Committee of the Whole or Council Agenda, must be addressed to the Clerk and received in the Clerk's Office by no later than 11:00 am on the day of the Meeting.

#### Use of Electronic Devices in Council Chambers and Meeting Rooms:

The use of cellular telephones and other electronic devices has become increasingly common. The City's Procedural Bylaw does not presently address their use during Meetings.

Therefore, it is recommended that the Procedural Bylaw be amended to provide that all electronic devices, including cellular phones must be turned to silent mode in Council Chambers and all other locations during the course of Meetings held in accordance with the Bylaw.

#### Public Notice

The *Municipal Act, 2001* requires the By-law to indicate public notice of meetings. The posting of the schedule of meetings on the City's website shall be inserted in the Bylaw in compliance with this requirement.

#### Headings and other "House-keeping" Revisions:

It is also recommended that additional headings and subheadings be added to the present Procedural Bylaw, to make it more user-friendly.

#### Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously set by Council. In particular, striving to use Council Meetings in the most effective manner possible is consistent with a Guiding Principle in Vaughan Vision, whereby "Accountable to the electorate, Council's role is to establish policy. Based upon this policy direction, Council empowers/authorizes Staff to deliver approved programs and services to the City of Vaughan". This report is also consistent with subsection 1.3, to "Provide effective and efficient delivery of services".

#### Regional Implications

None.

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**Conclusion**

It is recommended that the amendments to the Procedural Bylaw be presented at the Committee of the Whole Meeting on January 21, 2008, and that appropriate public notice be given prior to the Meeting. Adoption of the recommendation herein should ensure consistent, efficient and effective use of Council public-meeting times, and the use of staff resources as determined by Council.

Subject to Council's direction, staff will finalize a draft Bylaw and Public Notice will be issued in January 2008.

**Attachments**

None

**Report prepared by:**

Nancy Salerno, Solicitor  
Sybil Fernandes, Deputy City Clerk  
Heather A. Wilson, Director of Legal Services

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 12, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

12

**PROCLAMATION REQUEST  
RED CROSS MONTH**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Clerk, dated February 19, 2008:

**Recommendation**

The Deputy City Clerk in consultation with the Commissioner of Legal and Administrative Services/City Solicitor recommends:

- 1) That March 2008 be proclaimed as “**Red Cross Month**”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Economic Impact**

N/A

**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 the space availability.

**Purpose**

To respond to the request received from the Branch President of the Canadian Red Cross.

**Background - Analysis and Options**

The correspondence received from the Branch President of the Canadian Red Cross, dated January 28, 2008, is attached (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”.

Every year in March, the Canadian Red Cross runs a public awareness campaign to increase public awareness and gain support for their programs and services. The Red Cross offers many valuable community services including Disaster Response Services, and was able to respond to many disasters, from house fires to tornadoes and floods.

**Relationship to Vaughan Vision 2020**

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

**Regional Implications**

N/A

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**Conclusion**

Staff is recommending March 2008 be proclaimed as “**Red Cross Month**” and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

**Attachments**

Attachment #1 – Correspondence from the Canadian Red Cross, dated January 10, 2008

**Report prepared by:**

Sybil Fernandes, Deputy City Clerk

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



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**Regional Implications**

N/A

**Conclusion**

Staff is recommending April 2008 be proclaimed as “***Cancer Awareness Month***” and that the proclamation be posted on the City’s website and published on the City page, space permitting.

**Attachments**

Attachment #1 – Correspondence from Vaughan in Motion, dated January 22, 2008

**Report prepared by:**

Sybil Fernandes, Deputy City Clerk

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

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Item 14, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**14                    APPOINTMENT OF MUNICIPAL LAW ENFORCEMENT OFFICERS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Enforcement Services, dated February 19, 2008:**

**Recommendation**

The Director of Enforcement Services recommends:

1. That the Appointment By-law 73-2007 be amended by updating Appendixes A and B to reflect current Municipal Law Enforcement and Property Standards Officers.

**Economic Impact**

Not applicable.

**Communication Plan**

Not applicable.

**Purpose**

This report is to update the Appointment By-law to reflect current staff who are Municipal Law Enforcement Officers and Property Standards Officers.

**Background - Analysis and Options**

The Police Services Act R.S.O. 1990 and the Building Code Act 1992 provide for the appointment of persons as Municipal Law Enforcement Officers and Property Standards Officers.

From time to time amendments need to be made to the Appointment By-law 73-2007 to reflect staff changes.

The Appendixes A and B need to be revised to reflect the most current staff in the relevant positions in the Enforcement Services Department.

**Relationship to Vaughan Vision 2020**

This report is in keeping with the provisions in Vaughan Vision and necessary resources have been allocated.

**Regional Implications**

Not applicable.

**Conclusion**

The Appointment By-law 73-2007 needs to be amended by updating Appendixes A and B to reflect the names of current Municipal Law Enforcement Officers.

**Attachments**

None

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**Report prepared by:**

Tony Thompson  
Director of Enforcement Services



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Item 15, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**15 KLEINBURG NEW FOREST NORTH PROJECT**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning and the Commissioner of Legal and Administrative Services, dated February 19, 2008, be approved;
- 2) That staff report back to Committee of the Whole once the Peer Review results are available;
- 3) That the deputation of Mr. Richard Lorello, 235 Treelawn Boulevard, P. O. Box 927, Kleinburg, L0J 1C0, be received; and
- 4) That the written submission of Mr. Joe Chimenti, dated February 19, 2008, be received.

**Recommendation**

The Commissioner of Planning and the Commissioner of Legal and Administrative Services, in consultation with the Director of Building Standards and the Director of Legal Services, recommend that this report be received for information purposes.

**Economic Impact**

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

**Communications Plan**

All interested parties will be advised of the decision of Council on this matter.

**Purpose**

The purpose of this report is to respond to a Council direction to report on whether the City of Vaughan can issue a fill permit for the Kleinburg New Forest North Project.

**Background - Analysis and Options**

Section 2(2)(b) of the City's Fill By-law 189-96 provides that the requirement to obtain a fill permit from the City does not apply to the placing or dumping of fill or alteration of the grade of land by any municipality, local board as defined in the Municipal Affairs Act, Crown agency as defined in the Crown Agency Act, and Ontario Hydro. The Building Standards Department processes fill permit applications on behalf of the City and have always considered this exemption to include the Toronto Region Conservation Authority given its status as the local conservation authority for lands located in the City of Vaughan.

In this regard, however, notwithstanding the present wording of the City's Fill By-law, if Council determines it appropriate, an amendment could be made to the City's Fill By-law that the above exemption does not extend to a conservation authority. In that event, TRCA would be required to obtain a fill permit from the City for filling to be done in the Kleinburg New Forest North Project after the date of the by-law amendment.

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It should also be noted that section 2(2)(a) of the City's Fill By-law and section 142(8) of the Municipal Act, 2001 provide an additional exemption from the City's Fill By-law if a Conservation Authorities Act regulation has been enacted designating the Project as being within TRCA regulated limits. The applicable regulation does not designate this Project as being within TRCA regulated limits, and accordingly this exemption is not applicable to the Project.

As well, otherwise exempt entities can voluntarily determine that it is appropriate to comply with municipal requirements. In this particular case, a review of Building Standards Department files for the Project confirms that TRCA submitted an application to the City for a fill permit in August 2005. This application was not processed by the Building Standards Department at that time on the basis that the Project was exempt from the City's Fill By-law.

Building Standards Department staff has contacted various area municipalities to determine whether their respective Fill By-laws apply to a conservation authority. A review of those Fill By-laws confirms that there is not a uniform policy with respect to regulation of a conservation authority. The Town of Aurora uses wording similar to the present City of Vaughan Fill By-law, and the Town of Aurora similarly considers the conservation authority exempt. The Town of Richmond Hill Fill By-law specifically exempts a conservation authority from the By-law. The Town of Markham does not provide a specific exemption for a conservation authority in its Fill By-law. The City of Brampton has verbally advised that it requires a conservation authority to obtain a Fill Permit.

#### Relationship to Vaughan Vision 2020

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

#### Regional Implications

None.

#### Conclusion

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

#### Attachments

None.

#### Report prepared by:

Leo Grellette, Director of Building Standards, Ext. 8218  
Heather A. Wilson, Director of Legal Services, Ext. 8389  
John Studdy, Manager of Customer and Administrative Services, Ext. 8232  
Glyn Onizuka, Solicitor, Ext. 8385.

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Item 16, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**16 DRAFT PLAN OF CONDOMINIUM FILE 19CDM-07V06  
ELM THORNHILL WOODS INC.**

The Committee of the Whole recommends:

- 1) That Draft Plan of Condominium File 19CDM-07V06 (Elm Thornhill Woods Inc.) be deferred, until such time as the Ontario Court of Appeals has rendered a decision in the private legal matter between the applicant and the landowner to the north respecting private easements for service connections and access and egress between the two properties; and
- 2) That the memorandum of the Commissioner of Planning, dated February 13, 2008, be received.

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium (Common Elements) File 19CDM-07V06 (Elm Thornhill Woods Inc.) BE APPROVED, subject to the conditions of approval set out in Attachment #1.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted an application on the subject lands shown on Attachment #2 for approval of a Draft Plan of Condominium to create common elements (ie. private driveways, visitor parking, walkways, and landscaped amenity areas) for a 32-unit residential freehold townhouse development, as shown on Attachment #3.

**Background - Analysis and Options**

The 8,461.89 m<sup>2</sup> subject lands shown on Attachments #2 and #3 are located at the northeast corner of Summeridge Drive and Dufferin Street, being 8777 Dufferin Street and Part of Block 392 on Registered Plan 65M-3757, City of Vaughan.

The development received site plan approval from Council on June 27, 2005 (File DA.04.047). On February 11, 2008, Council approved the related Draft Plan of Subdivision and Zoning By-law Amendment for the subject lands (Files 19T-07V03 and Z.07.034), to facilitate a common elements condominium, the subject lands are required to be a block within a registered M-Plan, as part of the subject lands are not located within a registered plan, the draft plan of subdivision and zoning by-law amendment applications were required. In order to create the individual freehold lots, the Applicant is required to submit a Part Lot Control application. The common element areas, including the walkways, landscaped amenity areas, visitor parking and private driveways, will be created through the subject Draft Plan of Condominium application (19CDM-07V06).

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#### Official Plan

The subject lands are designated “Medium Density Residential/Commercial Area” by OPA #600, which permits block townhouse uses at a density of between 17-40 units/ha. At a net density of 37.82 units/ha, the subject proposal consisting of 32 townhouse units conforms to the Official Plan and the Council approved Block 10 Plan.

#### Zoning

The subject lands are zoned RVM2 Residential Urban Village Multiple Zone Two by By-law 1-88, subject to site-specific Exception 9(1210). The RVM2 Zone permits the proposed townhouse dwellings and development.

#### Site Design

The 8,461.89m<sup>2</sup> rectangular shaped block has 66.46m frontage along Dufferin Street and 124m flankage along Summeridge Drive as shown on Attachment #3. The site will be developed with 32 freehold townhouse units with direct driveway access from Summeridge Drive.

The portions of the development that will be condominiumized include the two internal private driveways; the 9 visitor parking spaces situated along the east/west private driveway; the private internal walkways located on the north side of the east/west private driveway; and along the west side of the north/south driveway; and the common landscaped areas located between the townhouse blocks, and along the east and west boundaries of the townhouse complex.

Private walkways are located between the townhouses and on the north side of the private common element road.

#### Garbage and Recycling Collection and Snow Removal

The collection of garbage and recycling, and the removal of snow will be administered privately by the Condominium Corporation. The Owner is to include this information in all Offers of Sale, Purchase or Lease and in the Condominium Declaration.

#### Application Review

The draft plan of condominium is in accordance with the approved site plan (File DA.04.047). As a condition of approval, the Owner will be required to submit an “as-built” survey of the road and other common elements to the satisfaction of the Vaughan Engineering and Building Standards Departments, prior to the registration of the final condominium plan.

#### Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly “Plan & Manage Growth & Economic Vitality”.

#### Regional Implications

The Region of York has provided approval through the Site Development Application process (File DA.04.047) and is party to the Site Plan Agreement which is registered on title. The Region of York has no comments with respect to the draft plan of condominium, subject to the conditions of approval in Attachment #1, with respect to the Owner satisfying all Regional site plan matters to the satisfaction of the Region of York Transportation and Works Department.

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**Conclusion**

The Development Planning Department has reviewed the proposed application for Draft Plan of Condominium, which is consistent with the approved site plan, and is in accordance with the provisions of the Official Plan and the Zoning By-law. The Development Planning Department has no objections to the approval of the Draft Plan of Condominium, subject to the conditions set out in Attachment #1.

**Attachments**

1. Conditions of Approval
2. Location Map
3. Draft Plan of Condominium (Common Elements)

**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368  
Arto Tikiryan, Senior Planner, ext. 8212  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 17, Report No. 9, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on February 25, 2008, was dealt with by approving:

***That this matter be referred to the Committee of the Whole meeting of March 3, 2008, to allow discussion with the Ward Councillor and the applicant.***

17

**SITE DEVELOPMENT FILE DA.07.047  
EMBEE PROPERTIES LIMITED**

**The Committee of the Whole recommends:**

- 1) **That the recommendation contained in the following report of the Commissioner of Planning, dated February 19, 2008, 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.07.047 (Embee Properties Limited) BE APPROVED to permit a 9,844.08 m<sup>2</sup> commercial retail development, as shown on Attachment #2, subject to the following conditions:
  - a) that prior to the execution of the site plan agreement or letter of undertaking, whichever is in effect:
    - i) the final site plan, building elevations, landscape plan and cost estimate, and sample building materials, shall be approved by the Development Planning Department;
    - ii) the final site grading and servicing plan, and stormwater management and noise reports shall be approved by the Engineering Department;
    - iii) a Minor Variance Application to facilitate the zoning exceptions required to implement the proposed site development as discussed in this report be approved by Vaughan Committee of Adjustment, and the decision shall be final and binding;
    - iv) all requirements of the Region of York Transportation Services Department shall be satisfied; and
    - v) all hydro requirements of PowerStream Inc. shall be satisfied;
  - b) that the site plan agreement or letter of undertaking, whichever is in effect, shall contain the following provision:
    - i) 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, road and municipal services within Block 18. This Agreement shall also provide a provision for additional developers to participate within the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland dedication shall be paid in

.../2

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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 a Site Development Application (File DA.07.047) on the subject lands shown on Attachment #1, to permit a 9,844.08 m<sup>2</sup> commercial retail development, as shown on Attachment #2.

**Background - Analysis and Options**

The subject lands shown on Attachment #1 is 4.04 ha in size, vacant, and located at the southwest corner of Dufferin Street and Major Mackenzie Drive, being Block 210 on Registered Plan 65M-3932, City of Vaughan. The surrounding land uses are shown on Attachment #1.

**Official Plan**

The subject lands are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial Centre" overlay designation by OPA #600 and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The proposed commercial development conforms to the Official Plan.

**Zoning**

The subject lands are zoned C4 Neighbourhood Commercial Zone, subject to Exception 9(1229), by By-law 1-88. The proposed commercial use is permitted by the Zoning By-law. However, the following variances are required to facilitate the proposed site plan:

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Standard	By-law 1-88 Requirement	Proposed
Minimum Front Yard Setback (Dufferin Street)	11.0 m	5.32 m
Minimum Rear Yard Setback (Laramie Crescent)	15.0 m	6.0 m
Minimum Exterior Yard Setback (Major Mackenzie Drive)	11.0 m	6.0 m
Minimum Setback to a Residential Zone (Laramie Crescent)	22.5 m	6.0 m
Maximum Gross Floor Area	7,000 m <sup>2</sup>	9,844.08 m <sup>2</sup>
Required Parking Spaces	591	493
Stacking for drive-through lanes (Buildings 'E' and 'F')	8 cars	4 cars
Maximum Building Height (Building 'A')	11.0 m	11.6 m
Minimum Landscape strip width along a lot line abutting a street line	6.0 m	<ul style="list-style-type: none"> <li>▪ 4.98 m (Freedom Trail);</li> <li>▪ 3.32 m abutting sight triangle (Freedom Trail and Dufferin Street);</li> <li>▪ 0.55 m abutting sight triangle (Dufferin Street and Major Mackenzie Drive)</li> </ul>
Loading Spaces	Not located between a building and a street	<ul style="list-style-type: none"> <li>▪ Permit loading between Building 'A' and Freedom Trail;</li> <li>▪ Permit loading between Building 'C' and Dufferin Street</li> </ul>

The Development Planning Department can support the variances required to implement the proposed site plan shown on Attachment #2. The reductions to the minimum front (Dufferin Street) and exterior side (Major Mackenzie Drive) yards will allow the buildings to be located closer to the street, thereby enhancing the streetscape. The reduced landscaping abutting Freedom Trail and the sight triangles is supportable given the proposed overall landscape plan and amenities (i.e. hard surfaced piazza at Major Mackenzie Drive and Dufferin Street) for the site. The increased building height for Building "A" is required only at the northeast corner of the building to accommodate a raised corner entry feature and will not impact on the adjacent properties. The proposed loading areas are located at the back of the site, and away from Dufferin Street, but screened from the residential area to the west by the proposed buildings, and therefore, will not impact on the streetscape or the adjacent residential uses. The parking deficiency is discussed later in this report. The configuration of the subject lands, which front onto public streets on all sides, can pose obstacles to the functionality and design of the commercial development, thereby necessitating site-specific zoning exceptions.

The Owner is required to submit a Minor Variance Application to the City for consideration of the proposed variances by the Committee of Adjustment at a future meeting date. A condition of approval is included requiring that the minor variance application be approved by Vaughan Committee of Adjustment, and shall be final and binding, prior to the execution of the site plan agreement or letter of undertaking, whichever is in effect.



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Site Design

The site plan, as shown on Attachment #2, consists of 6 commercial buildings, of which Buildings 'A' and 'B' are attached and Buildings 'C', 'D', 'E', and 'F' are free-standing with single tenancy. The proposed buildings are all one-storey in height.

The pertinent site statistics are as follows:

Proposed Gross Floor Area	
Building 'A' (Food Store)	4,257.89 m <sup>2</sup>
Building 'B' (Retail Units)	1,844.21 m <sup>2</sup>
Building 'C' (Drug Store)	1,582.94 m <sup>2</sup>
Building 'D' (LCBO)	1,021.90 m <sup>2</sup>
Building 'E' (Bank)	626.19 m <sup>2</sup>
Building 'F' (Bank)	510.95 m <sup>2</sup>
Total Gross Floor Area	9,844.08 m <sup>2</sup>
Lot Coverage	24.37% m <sup>2</sup>
Landscaped Area	7,724.60 m <sup>2</sup> (19.12%)

The site is designed with the buildings located along the perimeter of the lot and the parking generally located in the centre. The configuration of the buildings on the subject lands, which has frontage on four (4) public streets, maximizes store front exposure to Dufferin Street and Major Mackenzie Drive. However, the configuration of the buildings and the exposure to all four public streets will result with the proposed loading areas for Buildings 'A', 'C' and 'D' facing Freedom Trail and Dufferin Street. The Development Planning Department is satisfied that the proposed loading areas will be appropriately screened by walls and soft and hard landscaping features. All garbage areas will be enclosed and form part of the buildings.

The site plan shows two drive-through locations located at Buildings 'E' and 'F', which are slated for financial institution uses and will be screened with landscaping from Freedom Trail and Dufferin Street.

Four access points are proposed to the site. The Major Mackenzie Drive access will be limited to a right-in and right-out access. The main entry to the commercial site will be by way of a full movement, unsignalized driveway from Dufferin Street. The site will also be accessed to the south by two ingress-egress driveways from Freedom Trail. A signalized intersection will be located at Freedom Trail and Dufferin Street, which will assist with controlling vehicular traffic to and from the subject lands.

Pedestrian connections to the site will be provided by means of public sidewalks on Dufferin Street, Major Mackenzie Drive, Freedom Trail and Laramie Crescent. Particular attention has been made to providing pedestrian access to Laramie Crescent for the benefit of the surrounding local residents, which will be by way of a walkway and stair feature between Buildings 'B' and 'C'.

The Development Planning Department is satisfied with the overall site layout, subject to the conditions of approval in this report being fulfilled.

Landscaping

The Owner has submitted a landscape plan for the proposed development, as shown on Attachment #3. The landscape plan consists of a mix of coniferous and deciduous trees and ground plantings utilized along the property boundaries and within the site to provide green

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spaces in the parking area, line pedestrian walkways, and provide screening. The plan also illustrates hard landscaping treatments, featured as corner piazza designs at the corners of Dufferin Street and Major Mackenzie Drive and Dufferin Street and Freedom Trail. A proposed circular concrete curb planter will be a prominent landscape feature at the corner of Dufferin Street and Major Mackenzie Drive. The internal pedestrian connections are identified by concrete unit pavers. The street line along Laramie Crescent is proposed to be heavily landscaped to beautify both the pedestrian access on the site and to provide visual screening of Buildings “A”, “B” and “C”.

The Development Planning Department has reviewed the landscape plan and is generally satisfied with the proposed landscaping provided that the Owner provides details of the benches, bike rings and trash receptacles to support pedestrian and bicycle modes of circulation and that the metal used for the decorative fencing throughout the landscaped areas is to be aluminum for weather-resistance and electrostatically powder-coated for superior paint adhesion. Galvalume or steel is not acceptable. In addition, plantings will be required within the rear 6m of the daylight triangle at Dufferin Street and Major Mackenzie Drive to the satisfaction of the City and Region of York. The Owner has been advised that a landscape cost estimate must be submitted for review and approval by the Development Planning Department.

Parking

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

Required Commercial Parking Ratio	Gross Floor Area	Required Parking
6 spaces per 100 m <sup>2</sup> GFA	9,844.08 m <sup>2</sup>	= 591 spaces
<b>Total Required Parking</b>		<b>= 591 spaces</b>

The Owner has submitted a parking study prepared by BA Group Transportation Consultant, which proposes a reduced parking ratio and number of parking spaces as follows:

Proposed Reduced Parking Ratio	Gross Floor Area	Proposed Parking
5 spaces per 100 m <sup>2</sup> GFA	9,844.08 m <sup>2</sup>	= 493 spaces
<b>Total Proposed Parking</b>		<b>= 493 spaces</b>

The City Engineering Department has reviewed the parking study and concurs with the proposed parking standards. The Engineering Department also has no objection to the reduction of the drive through stacking lanes from the By-law requirement of 8 cars to 4 cars for the financial institution use in Buildings ‘E’ and ‘F’.

The Owner is required to submit a minor variance application, as discussed above, to include the reduction of parking from the required 591 spaces to 493 spaces and the reduction of the 8 car stacking lane requirement to 4 cars for the proposed drive through lanes. The minor variance application must be approved by the Committee of Adjustment and their decision must be final and binding prior to the execution of the site plan agreement or letter of undertaking, whichever is in effect.

Building Elevations

The proposed elevations for Buildings ‘A’ to ‘F’ are shown on Attachments #4 to #9. The primary building materials used for the development is stone base with brick accents on stucco surface.

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Signage will be single channel illuminated with awning signs throughout the elevations. All roof top mechanical equipment will not be visible from the street for all buildings fronting onto Major Mackenzie Drive, Dufferin Street, Freedom Trail, and Laramie Crescent.

Building 'A' is comprised of a combination of brick columns with stucco finishing on a stone base, which references the Eagle's Nest Golf Course located north of Major Mackenzie Drive. The entry into Building 'A' (supermarket) is indicated by the ground level vision glazing leading up to the tower feature, which is accented by spandrel glass above. Building 'B' (multi-unit commercial) has cornice-styled parapets and is accented with brick and stucco treatments, similar to the Building 'A' elevations. Vision glazing will line the store fronts facing Dufferin Street while spandrel glazing will line the rear of the building facing Laramie Crescent, which will be screened from the street with the proposed landscape treatment, as shown on Attachments #3, #4 and #5. The main entry elevation for Building 'C' (Attachment #6 - Drug Store), east elevation, will be lined with vision glazing to animate the commercial development. The north elevation will feature spandrel windows in clear anodized aluminum framing with vinyl graphics applied by the tenant with accented corner vision glazing for additional visible store activity on Major Mackenzie Drive.

Building 'D' (LCBO), which will anchor the development at the corner of Dufferin Street and Major Mackenzie Drive, will be well animated with vision glazing windows and doors on the elevations that are exposed to the street (north, south and east elevations) as shown on Attachment #7. Building 'E' (CIBC bank) features a double height vision glazing entry along the Dufferin Street frontage with a sage colour exterior masonry as shown on Attachment #8. Building 'F' (Scotia bank) features a sign tower entry feature composed of red aluminum composite panels with elevations treated in a combination of buff colour face brick and a stone base as shown on Attachment #9. All elevations will be treated with vision glazing in an effort to provide visual connectivity with activity from the street.

The Development Planning Department is generally satisfied with the proposed building elevations, subject to the Owner providing a sample of the proposed building materials to the satisfaction of the Development Planning Department. The Owner has been notified of this request and a condition of approval is included in this respect.

#### Block 18 Control Architect Approval

The proposed site plan and elevation drawings have been approved to the satisfaction of the Block 18 Control Architect, The Planning Partnership, on November 27, 2007.

#### Servicing

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.

#### Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

#### Regional Implications

The Region of York Transportation Services Department is protecting a 42.6 m right-of-way for the intersection of Dufferin Street and Major Mackenzie Drive, both Regional arterial roads. York Region has advised that the Owner shall, as a condition of site plan approval, convey to York Region the entire frontage of the site adjacent to Major Mackenzie Drive and Dufferin Street, and provide the following, free of all costs and encumbrances:

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- i) sufficient property to provide a 21.3 m setback from the centreline of both Major Mackenzie Drive and Dufferin Street;
- ii) an additional 2.0 m widening, 70.0 m long with a 60 m taper on Major Mackenzie Drive measured from the proposed west property line of Dufferin Street; and
- iii) sufficient property to provide a 20.0 m by 20.0 m daylighting triangle at the south west corner of Major Mackenzie Drive and Dufferin Street.

The Owner will be required to satisfy all requirements of the Region of York. A condition of approval is included in this respect.

**Conclusion**

The Development Planning Department has reviewed Site Development File DA.07.047 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 6 single-storey, multi-unit and freestanding commercial buildings totaling 9,844.08 m<sup>2</sup> 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.

The proposed development conforms with the Official Plan, and the commercial uses are permitted by By-law 1-88, and the development is compatible with the surrounding land uses.

**Attachments**

- 1. Location Map
- 2. Site Plan
- 3. Landscape Plan
- 4. Partial Elevations – Buildings 'A' and 'B'
- 5. Partial Elevations – Buildings 'A' and 'B'
- 6. Elevations - Building 'C'
- 7. Elevations - Building 'D'
- 8. Elevations - Building 'E'
- 9. Elevations - Building 'F'

**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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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 18, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**18 CARRVILLE DISTRICT CENTRE URBAN DESIGN STREETScape  
MASTER PLAN STUDY  
APPROVAL OF CONSULTING TEAM CONTRACT  
FILE 14.60**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 19, 2008:**

**Recommendation**

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

1. THAT a Contract be approved to retain the consulting team led by EDA Collaborative Inc. to carry out the Carrville District Centre Urban Design Streetscape Master Plan Study to an upset limit not exceeding \$104,720.00 plus GST, for completion of the Study by winter 2009;
2. THAT a contingency allowance in the amount of \$5,500.00 plus GST be approved within which the Commissioner of Planning or his designate is authorized to approve amendments to the contract; and
3. THAT the Mayor and Clerk be authorized to sign the necessary documents.

**Economic Impact**

The City's 2007 Capital Project (DP-9006-07) includes \$113,500.00 in funding for the anticipated cost of the project. The upset cost of the study will not exceed \$113,500.00, including a 3% administration fee. The cost of the project will be funded primarily (90%) through future development charge revenues associated with anticipated new development, and 10% through taxation.

**Communications Plan**

The Study process includes a public consultation program throughout the duration of the contract. The Study will be initiated with an Open House to which all landowner stakeholders in the Carrville District Centre Study Area will be encouraged to attend. A Steering Committee will be established to provide input from key City departments and public agencies and to facilitate coordination with the respective landowner groups.

**Purpose**

The purpose of this report is obtain Council authorization to award a contract to carry out the Carrville District Centre Urban Design Streetscape Master Plan Study.

**Background – Analysis and Options**

At the Council meeting of September 10, 2007, Council approved the following resolution:

1. THAT the Terms of Reference, shown on Attachment #1, for the Carrville District Centre Urban Design Streetscape Master Plan Study, BE APPROVED; and

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### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008

#### Item 18, CW Report No. 9 – Page 2

2. THAT the Development Planning Department initiate the process to retain the required consulting services to undertake the required work.

A Request For Proposal to undertake this Study was advertised in Lo Specchio, the Vaughan Citizen, on the Ontario Public Buyers Association web site, and on the Electronic Tendering Network (ETN) on November 1, 2007 with a closing of 3:00 p.m., November 22, 2007. Two addendums were issued to clarify queries and questions and as a result the closing date was extended to November 29, 2007. Subsequently, 9 proponents picked up the RFP document from the Purchasing Services Department.

The package provided details of the contract, including the following evaluation criteria used in assessing competing bid submissions:

- Qualifications and Experience- 50%
- Quality of the Proposal-20%
- Project Management- 20%
- Financial-10%

The criteria above dealt with each of the disciplines required on each team – urban design, architecture, landscape architecture, transportation and servicing. Each team was evaluated based on its capability, experience, expertise and skills in each discipline, and in terms of suitability with respect to team organization, project management, public consultation, and quality of its written and oral presentation.

Four (4) proposals from NAK Design Inc, EDA Collaborative, Land Inc and Office for Urbanism were received by the Purchasing Services Department at the closing date and time. A committee comprising staff from Development Planning, Policy Planning and Engineering & Transportation Departments evaluated each of the proposals and identified two teams which best satisfied the evaluation criteria. Purchasing Services facilitated and monitored the evaluation process. Subsequently, this committee received presentations and conducted interviews with the two teams.

The consultant selection process to retain external consulting services to carry out the Carrville District Centre Urban Design Streetscape Master Plan Study is complete, and the recommended firm/team is EDA Collaborative Inc. The team led by EDA Collaborative Inc. was identified as the highest scorer and best qualified team to carry out the contract, based on the Committee's evaluation of their proposal, interview and check of qualified customer references.

#### **Relationship to Vaughan Vision 2020**

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

#### **Regional Implications**

The products of the Carrville District Centre Urban Design Streetscape Master Plan Study will conform to Regional and Provincial policy requirements, and establish the basis for future development in the Carrville District Centre. The Region of York is a key public agency, and will be requested to participate on the Carrville District Centre Urban Design Streetscape Master Plan Study Steering Committee.

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**Conclusion**

The lead consultant, EDA Collaborative Inc., and their team of sub-consultants are well qualified to fulfill the requirements of the contract, and should be retained by the City. The upset cost of the Study will not exceed \$113,500.00, including the City's 3% administration fee.

**Attachments**

N/A

**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.)

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 19, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**19 GILMOUR-HALLETT HOUSE, 124 WOODBRIDGE AVENUE, MARKET LANE HOLDINGS**

**The Committee of the Whole recommends:**

- 1) That Council approve in principle Market Lane Holdings' proposal to relocate the Gilmour-Hallett building to the City-owned Armstrong Park;**
- 2) That as an alternative, the applicant be requested to relocate and rehabilitate the house at the applicant's expense subject to City standards and requirements;**
- 3) That Council's direction regarding this matter be reported back to Heritage Vaughan; and**
- 4) That the following report of the Commissioner of Community Services, dated February 19, 2008, be received.**

**Recommendation**

The Commissioner of Community Services recommends that Council provide direction on the following Heritage Vaughan Committee recommendation:

1. That Council consider Market Lane Holdings' proposal to relocate the Gilmour-Hallett building to the City-owned Armstrong Park; and,
2. That Council's direction regarding this matter be reported back to Heritage Vaughan.

**Economic Impact**

The cost related to the proposed City ownership of the Gilmour-Hallett House at 124 Woodbridge Avenue to the City-owned Armstrong Park located at the north-west corner of Islington Avenue and Woodbridge Avenue, is \$25,000.00 per year. The property owner has offered a maximum contribution of \$250,000.00 for the relocation of the building.

**Communications Plan**

The property owner and Heritage Vaughan Committee will be communicated any direction/resolution from Council on this matter.

**Purpose**

The purpose of this report is to seek Council's direction of Market Lane Holdings' request for relocation and future City ownership of the Gilmour-Hallett House, 124 Woodbridge Avenue at the Armstrong Park, located at the north-west corner of Islington Avenue and Woodbridge Avenue.

**Background - Analysis and Options**

Market Lane Holdings has submitted a development application to the City's Planning Department as part of its Phase 2 of the redevelopment of Market Lane in Woodbridge at 124 Woodbridge Avenue. The development application is to permit Phase 2 of the site plan which includes two 4-storey mixed-use condominium buildings with ground floor commercial uses and a total of 90 residential units. The Development Planning Department requested comments from Cultural Services and Heritage Vaughan Committee regarding the proponent's plan in March 2007.



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### EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008

#### Item 19, CW Report No. 9 – Page 2

In Phase 1 of the redevelopment of Market Lane, the owner retained the historic Inkerman House in the 6-storey mixed use condominium building constructed at the site. The applicant has preserved the building and proposes to restore its exterior in the spring of 2008.

At their 21 March 2007 meeting, Heritage Vaughan reviewed Phase 2 of the Market Lane site development. The application did not include the retention of the existing buildings at 116 Woodbridge Avenue and 124 Woodbridge Avenue. Heritage Vaughan at this meeting approved the demolition of 116 Woodbridge Avenue, but as it relates to the Gilmour-Hallett building at 124 Woodbridge Avenue, requested the owner to preserve the building in the following motion passed at the meeting:

1. That, the applicant revise the submitted proposal, plans and elevation drawings for Market Lane - Phase 2 to incorporate the existing heritage building at 124 Woodbridge Avenue (known as the Gilmour-Hallett House) within the site development, preferably in its current location or, if necessary, re-located along Woodbridge Avenue west of the current location.
2. That, a detailed restoration strategy and plan for the Gilmour Hallett House at 124 Woodbridge Avenue be prepared by or approved by a recognized heritage architect having membership with the Canadian Association of Professional Heritage Consultants (CAPHC).
3. That, the height, massing, scale, fenestration, doors, building materials and railings of the proposed new construction along Woodbridge Avenue, be compatible with and sensitive to the Gilmour-Hallett House and the historical Woodbridge Avenue streetscape.

The heritage building at 124 Woodbridge Avenue, known as the Gilmour-Hallett House, is a 2-storey brick structure built in 1878 for Gilbert Gilmour as the Commercial House (Hotel). The building is a fine example of Victorian architectural style featuring dichromatic brickwork and many original window sashes with arched brick heads. The Gilmour-Hallett House is one of a few remaining heritage buildings along the Woodbridge Avenue streetscape. The Gilmour-Hallett House was bought by John George Hallett before 1892. Hallett subsequently opened a private bank in the subject building which grew to the extent that he built a second bank building directly west of 124 Woodbridge Avenue in 1905. Although alterations have been made to the exterior (and more so to the interior), there is enough architectural and historical significance remaining in the Gilmour-Hallett House to justify its preservation. Cultural Services has rated this building as being historical and architecturally significant and identifies this building as important landmark in the Woodbridge core.

A heritage conservation district study is currently underway for the Woodbridge historic core in which this subject property is located. The designation of this area along Woodbridge Avenue under Part V of the Ontario Heritage Act is likely to come into affect in the next 6 months. The designation of Woodbridge Avenue as a heritage conservation district would require preservation of all significant/contributing heritage buildings and ensure all new development in the core is in accordance with design guidelines that encourage architecturally sympathetic new construction.

In October 2007, the property owner approached City staff to consider the relocation of the Gilmour-Hallett House to the City-owned Armstrong Park located east of the building along Woodbridge Avenue. The owner has related he is prepared to pay for the relocation of the building, including cost related to the construction of a new foundation and any work required to secure and make structurally sound the building, to a maximum contribution of \$250,000. The owner has requested that the City retain ownership and use of the building once the building has been moved to the site.

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Heritage Vaughan reviewed the proposed relocation of the Gilmour-Hallett building to the Armstrong Park at their November 2007 meeting. The Committee in its review of the proposal requested that the matter be referred to Council as there are considerable City resources that would have to be secured in order for this proposal to be possible such as the use of City park land and renovation costs associated with the public use of the building. Additionally, a future use for the building will have to be found by the City. The Committee passed the following motion at its November 2007 meeting:

1. That the planning report containing any negotiations regarding this matter be provided to Heritage Vaughan after it has been presented to Council.

Market Lane Holdings has requested Council's review of its proposal to move the Gilmour-Hallett building, relocate it on City parkland, and have the City retain ownership of the building. Phase 2 of Market Lane Holdings' development application is currently at a stand still until a resolution to the Gilmour-Hallett building is determined.

#### Relationship to Vaughan Vision 2020

Vaughan Vision 2020 identifies as a strategic priority, the objective of providing service excellence to Vaughan citizens by supporting Vaughan's heritage and culture.

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

#### Regional Implications

There are no Regional implications associated with this report.

#### Conclusion

Market Lane Holdings, owners of the Gilmour-Hallett building, is requesting that the City retain ownership of the heritage building once it has been moved to the site, placed on a new foundation, and structurally secured. The owner has advised he will contribute costs associated with the relocation of the building, the construction of a new foundation, and building rehabilitation costs, as determined by the City, to a maximum \$250,000. Additional City funds will be required to renovate and restore the building to a condition that will allow public use of the structure.

#### Attachments

1. Site Plan & Photographs, Aerial Views

#### Report prepared by:

Angela Palermo, Manager of Culture, ext. 8139

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

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Item 20, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

20

**OFFICIAL PLAN AMENDMENT FILE OP.99.014  
ZONING BY-LAW AMENDMENT FILE Z.99.034  
SITE DEVELOPMENT FILE DA.07.080  
DANLAUTON HOLDINGS INC.**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated February 19, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. That Official Plan Amendment File OP.99.019, Zoning By-law Amendment File Z.99.034 and Site Development File DA.07.080 (Danlauton Holdings Inc.) BE REFUSED.

**Economic Impact**

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

**Communications**

On August 25, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. The recommendation of the Committee of the Whole to receive the Public Hearing report of September 18, 2006 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on September 25, 2006.

Various letters from local landowners were received, objecting to the applications. Their concerns related to the following:

- the applications are premature based on its location within the Employment Secondary Plan Study Area;
- OPA #600 requires the preparation and approval of a block plan to implement an approved secondary plan, and no such process has commenced for the area;
- the lands should not be discounted from the Highway 427 study area;
- development should occur on full municipal services, which are not available to this area;
- the proposed uses impact the future development within the area since they are not being considered in a comprehensive manner, and will prejudice the potential of future land use opportunity on adjacent lands in the area;
- inappropriate repercussions may result with respect to the design of transportation/road network systems, stormwater management facility locations and other elements that form the founding principles of good land use planning and efficient land development;
- the appropriateness and compatibility of the nature of the proposed use is undesirable unsightly, and potentially obnoxious;
- compatibility with the surrounding area, and allowing piecemeal development; and,
- the impact of the proposed development on the valley, drainage and erosion.

Letters of objection were also received from the City of Brampton and the Region of Peel on the subject applications, which will be discussed further in this report.

**Purpose**

The Owner has submitted the following applications:

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1. A revised Official Plan Amendment Application (OP.99.019) to amend OPA #600 to redesignate the tableland portion of the subject lands from “Agriculture Area” to “Industrial”, as shown on Attachment #2;
2. A revised Zoning By-law Amendment Application (Z.99.034) to:
  - a) rezone the westerly 1.06 ha of the subject lands from A Agricultural Zone to C7(H) Service Commercial Zone with the addition of the Holding Symbol (H) as shown on Attachment #2, to permit the commercial uses within the C7 Service Commercial Zone category as permitted in By-law 1-88 (except banquet hall and eating establishment with outdoor patio) on the subject lands;
  - b) rezone the balance of the tableland portion of the subject lands from A Agricultural Zone to EM2 General Employment Area Zone to permit a recycling operation, including concrete crushing and wood grinding and ancillary recycling operation uses, on approximately 13.52 ha of the subject lands, as shown on Attachment #2; and,
3. A Site Development Application (File DA.07.008) to permit the development of a Waste Recycling and Transfer Station (concrete crushing and wood grinding and ancillary recycling operation uses) on the proposed EM2 General Employment Area Zone portion of the subject lands (13.52 ha), as shown on Attachment #2. The westerly 1.06 ha of the subject lands proposed to be zoned C7(H) Service Commercial Zone, and which abuts Highway 50, is not subject to the site plan application.

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

The subject lands shown on Attachment #1 are located on the east side of Highway #50, north of Major Mackenzie Drive, municipally known as 10335 Highway 50, in Part of Lot 23, Concession 10, City of Vaughan. The subject lands are designated “Agriculture Area” (tableland) and “Valley and Stream Corridor” and are located within the “Employment Secondary Plan Study Area” by OPA #600. The lands are zoned A Agricultural Zone and OS1 Open Space Conservation Zone by By-law 1-88. The surrounding land uses are shown on Attachment #1.

On May 5, 1999, the applicant submitted Official Plan and Zoning By-law Amendment applications (Files OP.99.014 and Z.99.034) to redesignate the subject lands from “Agriculture Area” to “Industrial” and to rezone the tablelands from A Agricultural Zone to EM2 General Employment Area Zone (13.52 ha) and C6 Highway Commercial Zone (1.08 ha) to permit a recycling operation, a gas bar service and repair station, automotive and heavy equipment sales, and convenience eating establishment with a drive-through along the Highway 50 frontage.

The applicant currently owns land at 8940 Jane Street (south of Rutherford Road), where a recycling operation is located. The above applications were submitted to facilitate the intended relocation of the existing Jane Street waste recycling operation to the subject Highway 50 site, as well as to utilize the frontage of Highway 50 for uses including a gas bar, service and repair shop, automotive and heavy equipment sales, eating establishment, and convenience and drive-through uses.

On May 13, 1999, the Development Planning Department advised the applicant that the development applications would be held in abeyance, pending the completion of the City's Employment Area Secondary Plan Study.

On April 26, 2002, the Owner submitted Official Plan and Zoning By-law Amendment applications (OP.02.009 and Z.02.037) to permit commercial uses (sale of used cars, including outside storage of vehicles and a portable sales office) in the Agriculture Area, as a temporary (maximum

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3 years) use, restricted to the 0.607 ha portion fronting onto Highway 50 of the total site. On June 3, 2003, City of Vaughan Council refused these applications.

On September 8, 2006, the applicant submitted revised Official Plan and Zoning By-law Amendment Applications (Files OP.99.014 and Z.99.034) to redesignate the subject lands from "Agriculture Area" to "Industrial" and to amend Zoning By-law 1-88 to rezone the lands from A Agricultural Zone to C6 Highway Commercial Zone to permit an automobile gas bar/service station, an automobile repair shop, automotive and heavy equipment sales, and a restaurant with drive-through on 1.08 ha, and rezone to EM2 General Employment Area Zone to permit a recycling operation, including concrete crushing and wood grinding, and ancillary recycling operation uses on 13.52 ha.

On June 14, 2007, the applicant appealed the Official Plan Amendment and Zoning By-law Amendment to the Ontario Municipal Board on the grounds that Council neglected to make a decision on the applications within the Planning Act time frames. An OMB hearing is scheduled to commence on May 5, 2008 to deal with these applications.

On October 4, 2007, the applicant submitted a Site Development application and further revised the Official Plan and Zoning By-law Amendment applications (Files OP.99.014 & Z.99.034). The proposed zone category for the commercial portion of the site was changed from C6 Highway Commercial Zone to C7(H) Service Commercial Zone with the addition of the Holding Symbol (H). The area of the proposed C7 Service Commercial Zone was reduced from 1.08 ha to 1.06 ha, and the proposed uses were changed to those permitted as-of-right by By-law 1-88 in the C7 Service Commercial Zone category (excluding a banquet hall and eating establishment with outdoor patio uses).

#### **Land Use Status/Planning Considerations**

The Development Planning Department has reviewed the applications to permit the proposed waste transfer station and service commercial uses and cannot support the proposal for the following reasons:

i) Prematurity

OPA #600 designates the subject lands as "Employment Secondary Plan Study Area" pending future incorporation of these lands into OPA #450 (Employment Area Growth and Management Plan). OPA #600 states that this area is subject to the Rural Area General, Agriculture Area and Rural Area policies of OPA #600 until a secondary plan(s) amendment is adopted by Council and approved, giving the lands status, and providing appropriate policies and a detailed land use schedule. Accordingly, until a secondary plan(s) is adopted, the subject lands are designated "Agriculture Area" by OPA #600.

The proposed waste recycling uses are not permitted within the Agriculture Area designation. Section 6.1.1 c.) Permitted Uses specifically states that "waste disposal sites shall not be permitted in the Agriculture Area".

The secondary planning exercise required by OPA #600 has not been started due to the Provincial study on the alignment of the future Highway 427 extension. The Highway 427 route selection process is currently being undertaken by the Province and it would be premature to proceed with the applications prior to the completion of the alignment study. Once the final determination on the Highway route is completed then a comprehensive secondary planning exercise will be required to determine the most suitable land uses, road alignments, environmental protection, et cetera, on a comprehensive basis. On February 14, 2005, Council adopted a motion that provides direction with respect to the preparation of the required studies as follows (in part):

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- “1. THAT a Request for Proposals be prepared based upon the attached draft Terms of Reference for the Employment Secondary Plan Study Area as identified in OPA 600 consisting of two phases:
  - a. Phase 1 – Highway 427 Corridor Identification Study; and
  - b. Phase 2 – Land Use Study and Secondary Plan.
2. THAT following Council direction, the Phase 1 – Highway 427 Corridor Identification Study commence under a Request for Proposals at a cost not to exceed \$75,000, to be completed in June of 2005;
3. THAT after Phase 1 is completed a decision of Council will be required to proceed with the Phase 2 – Land Use Study and Secondary Plan;
4. THAT following Council direction, the Phase 2 Study will commence under a second Request for Proposals at a cost not to exceed \$160,000 to be completed in the fall of 2005;...”

To approve any applications within this study area at this time may prejudice the future planning exercise for the entire area. The final determination of the internal road pattern may be affected by the approval of the applications. A comprehensive review of the environmental considerations, efficient road network and land use planning matters should be undertaken first in order to determine the most appropriate development plan for the study area.

Given the potential importance of lands that are abutting or adjacent to the Highway 427 extension it would be shortsighted to allow the development of uses in this area, at this time, particularly a use that is not reflective of the visual importance that should be given to lands that have exposure to an arterial road and potentially a 400 series highway.

#### Ministry of Transportation (MTO)

The Ministry of Transportation (MTO) advised in letters dated May 18, 2007 and November 27, 2007, that they do not support the applications proceeding for the following reasons:

- “1. The subject property falls completely within the recently established “Preliminary Study Area” for the Highway 427 Transportation Corridor EA Study which was shown to the public at the Public Information Centre held on April 25, 2007. Any development on these lands at this time may preclude a future alignment for the 427 and as such it is recommended that Vaughan give serious consideration to deferring the approval of such development at this time.
2. York Region and the Region of Peel are also initiating studies to review potential realignments and widening of Major Mackenzie Drive and other east-west arterials in the area. These possible new routes may also impact this holding.
3. We therefore strongly recommend that Vaughan does not proceed with the approvals of this application at this time.”

#### Region of Peel and City of Brampton Concerns

The Region of Peel and the City of Brampton have expressed concerns through various letters that the subject applications are premature from a land use and transportation planning perspective.

In a letter dated September 24, 2007, the Region of Peel has expressed transportation concerns relating to implications of this development on the Highway 427 Transportation Corridor

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Environmental Assessment (EA) Study currently being undertaken by the MTO, as well as, the Western Vaughan IEA to address the realignment of arterial roads, including Major Mackenzie Drive in connection to the Highway 427 extension.

Peel Region advised that a Highway 50/Highway 427 Extension Area Transportation Master Plan study, conducted jointly by Peel Region, Brampton and Caledon is also underway to review the arterial system and its connection with the Highway 427 extension and with the road system on the west side of Highway 50. This proposed development may preclude options for future road alignments (such as Major Mackenzie Drive) and could impact the road network in the vicinity of Highway 50. The Region of Peel states that it is premature for this development to proceed at this time until these studies have clarified the Highway 427 extension and associated road network requirements in the area.

The City of Brampton advises that a secondary planning exercise is to be undertaken on the west side of Highway 50, and they want to ensure that the best possible road alignments with access to Highway 427 and land uses are secured and that their study is not prejudiced by any decisions made on one site-specific application.

On January 30, 2008, Council of the City of Brampton adopted the following resolution:

1. THAT the staff report dated January 11, 2008 and entitled "Status Report, OMB Appeal by Danlauton Holdings Ltd. 10355 Highway 50, City of Vaughan and attachments (File: G70 VA DH), be received;
2. THAT staff attend the Ontario Municipal Board Pre-Hearing of February 27, 2008 to present the City's issues as outlined in this report and attached as Appendix C; to continue representing the City of Brampton at the OMB and that staff report back to Council with final recommendations, including the status of any settlement discussions, prior to the start of the hearing set to begin on May 5, 2008; and,
3. THAT the City Clerk be directed to forward this staff report and Council Resolution to the Regions of Peel and York and the City of Vaughan for their information."

The City of Brampton has expressed concerns with the subject applications in letters dated September 14, 2006 and October 23, 2006 to the City of Vaughan Development Planning Department. The City of Brampton's Council endorsed report summarized these letters, which stated:

"These letters advise Vaughan that the subject lands are within the overall potential corridor for the Highway 427 extension and that this corridor could also be affected by realignments of arterial roads (including Major Mackenzie Drive) and the alignments of new arterial connections as part of an overall arterial road network rationalization in the Highway 50/Highway 427 area north of the CPR Intermodal Terminal.

The City's (*Brampton*) letters advise that it is not appropriate to grant additional development permissions until the completion of a multi-municipal Highway 50/Highway 427 Area Arterial Network Study and once a full scale EA study that is being initiated by York Region addresses both north-south and east-west arterial road requirements in western Vaughan. This includes clarifying the Highway 427 extensions and associated road network requirements in the area.

The City's (*Brampton*) letters go on to state that the subject site is designated "Employment Secondary Plan Study Area" by Vaughan OPA 600. Its policies clearly

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state that the “West Vaughan Enterprise Lands” be comprehensively developed for urban employment uses through the adoption of a Secondary Plan. The City’s letters note that OPA 600 requires that the transportation matters referenced above be addressed prior to the adoption of a Secondary Plan for this West Vaughan Enterprise Zone.

The City’s (*Brampton*) letters conclude that the subject application should not be approved, that it would not be appropriate to permit an individual re-designation from the Employment Secondary Plan Study Area designation and the Interim Agriculture Area designation in this area, or to expand the urban use zoning permissions of these lands. The letters further state that Vaughan’s defined comprehensive planning process incorporating Secondary Plan preparation and adoption should be allowed to run its course, together with the prior completion of the required supporting major transportation studies.”

The report also discusses the Transportation Studies currently underway in the area as noted in the Region of Peel comments, including the Highway 50/Highway 427 Area Arterial Network Study being undertaken jointly by Region of Peel, Region of York together with local area municipalities of Brampton, Caledon and Vaughan which will examine potential east-west connections to the 427 Transportation Corridor from the west and is expected to be completed by the Fall of 2008.

The report indicates that York Region has started the Western Vaughan EA Study, which will examine transportation improvements in western Vaughan, examining the east-west connections to the 427 Transportation Corridor from the east and is expected to be completed before the end of 2010. The report also states that although the Brampton alignment that crossed Highway 50 was eliminated from the 427 Transportation Corridor EA Study, Brampton Staff are of the opinion that the subject lands are not free and clear of transportation planning concerns because a future east-west road network in the vicinity of Highway 50 has yet to be determined.

In summary, the City of Brampton continues to consider the Danlouton proposal as premature, from a land use and transportation planning perspective, having concern with its potential to impact the planning for their Secondary Plan Area in Brampton, including the provisions of good arterial road connections to future Highway 427 in the City of Vaughan.

The Region of Peel is expected to proceed to Regional Council on the subject applications on February 14, 2007, after the finalization of this report, and therefore, the contents of that report are not included herein. An additional information item may be provided to Council with the Region of Peel’s position on the matter, if available.

#### ii) Applications are Not in the Public Interest

As previously noted, the final route selection for the Highway 427 extension has not been determined at this point in time. The final Highway 427 route selection may impact on the location of existing roads (i.e. Major Mackenzie Drive), internal roads, and lands required for potential ramps and overpasses. The subject lands extend from Highway 50 to the valley lands thereby bisecting Planning Block 66 into a northerly and southerly part. Any north/south collector through Block 66 would have to traverse through the subject lands. Approving the private application prior to determination of the Highway 427 route as well as prior to the associated road network in Block 66, would not be in the public interest since future infrastructure (particularly road) and land use decisions that could benefit the municipality in terms of achieving an efficient and attractive employment area could be compromised. The proposal represents “piecemeal” planning for the purpose of advancing the interests of the land owner, potentially at the expense of the surrounding land owners, the municipality, and the general public if future road patterns, land uses and environmental conditions are not assessed on a comprehensive basis.



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iii) Applications Do Not Have Regard to Matters of Provincial Interest Identified in the Planning Act

Section 2 of the Planning Act, requires that Council shall have regard for the following provincial matters of interest including:

- *the adequate provision of and efficient use of communication, transportation, sewage and water services and waste management systems*

At this time, the appropriate studies have not been undertaken in order to develop the most efficient transportation system for the Block 66 area and the lands on the west side of Highway 50. Approving the applications at this time could impede achieving the most efficient transportation system for the overall Block.

- *the orderly development of safe and healthy communities and the co-ordination of planning activities of public bodies*

As stated above, OPA #600 requires that a secondary planning study be undertaken for Block 66. A similar secondary planning process will be undertaken on the west side of Highway 50, in the City of Brampton. The Highway 427 route selection has not been finalized and the Ministry of Transportation has advised that the applications are premature. Approval of these applications in advance of the appropriate secondary planning studies being undertaken is not considered “orderly development” and would not have regard for the comprehensive planning initiatives being undertaken by the Ministry of Transportation, the Region of Peel and the Cities of Vaughan and Brampton. Approval of a single development within a planning area designated as a study area represents “piece-meal” planning, contrary to the orderly and comprehensive approach required by the Official Plan, and required by the Planning Act.

iv) Applications Do Not Have Regard for the Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The applications were originally submitted in May, 1999 and therefore, the Provincial Policy Statement (1997) is applicable. The applications do not have regard for the Provincial Policy Statement as follows:

- “1.1 b) Development and land use patterns that would hinder the efficient expansion of urban areas or rural settlement areas are not permitted in adjacent areas;”

Given the long term development intentions for the subject lands the approval of a land use and site development application could hinder the long term planning and implementation of an employment area secondary plan.

- “1.1 e) A coordinated approach should be achieved when dealing with issues which cross municipal boundaries, including:

1. Infrastructure and Public Service Facilities;”

The Development Planning Department has been advised by the City of Brampton that they are currently studying the lands on the west side of Highway 50 for employment uses. Given that it is anticipated that employment lands will be located along both sides of Highway 50 there will be a need to coordinate road patterns to ensure the long term efficient movement of goods and traffic. To permit the proposed use at this point that may frustrate the ability to achieve a coordinated traffic network.

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“1.3.3.1 Corridors and rights-of-way for significant transportation and infrastructure facilities will be protected.”

The Ministry of Transportation (MTO) have provided comments to the City, advising that the applications are premature until the completion of the Highway 427 route selection process is complete.

v) Applications Do Not Have Regard for the Region of York Official Plan

Section 6.1 Regional Infrastructure, Paragraphs 13 and 19, of the Region of York Official Plan states that it is Council policy:

- *to support the planning, corridor protection and the early construction of (in part):*
  - *Highway 427 north, by a local official plan amendment and secondary plans that integrate land and transportation planning and development for the Regional Official Plan Amendment 19 area;*

*and,*

- *to address matters of cross-boundary traffic with adjacent regions and municipalities, coordinated planning with such municipalities is supported and encouraged in order to establish a planned network of road which considers and coordinates the road hierarchy across municipal boundaries.*

Regional Official Plan Amendment #19 (ROPA 19) also states that:

“The secondary plans that must be completed and approved by the City and Region require the results of the environmental assessment in order to establish detailed land use designations and policies. Development within the ROPA 19 area cannot occur until the secondary plans are approved and the alignment of the Highway 427 extension is established through the E.A. process.”

The secondary planning process required by OPA #600 for the study area will determine the most efficient transportation system for the Block 66 area and integrate the planning for future infrastructure planned growth for the study area. The proposed development could diminish the opportunity to achieve the most efficient road pattern for the area and does not integrate the planning of infrastructure and growth in a comprehensive manner.

The Cities of Vaughan and Brampton will both be undertaking comprehensive secondary planning exercises to determine the best future land use and transportation planning regime with respect to the overall development in the area. The applications represent the land use desire of one land owner, which could impact on the integrated and coordinated approach to the planning for this area being undertaken by Vaughan and Brampton.

vi) Site Specific Applications Compromise Comprehensive Planning

The subject applications propose a waste transfer facility and commercial uses on a site-specific basis for the subject lands. The Agent representing the Owner has also submitted applications to amend the Official Plan and Zoning By-law for lands fronting onto Major Mackenzie Drive (Files – OP.04.019, Z.04.059, DA.08.003 - Amardeep Deol) to permit a trucking and outside storage facility, which has also been appealed to the Ontario Municipal Board (OMB). On November 1, 2001, the OMB approved applications (Guscon Mackenzie Ltd. - Files OP.97.009 & Z.97.040) to redesignate and rezone lands on Major Mackenzie Drive within Block 66 to permit a trucking facility with the outside storage of trucks. Approval of the subject applications (Attachment #1)

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may set a precedent for continued site specific land use permissions, which cumulatively will impact on the City's ability to undertake a proper secondary plan study process. The nature of the uses approved and proposed by these applications, a waste recycling facility, trucking facility and outside storage also begins to establish a land use character for the area, which may not be in keeping with the recommended secondary plan upon completion of the study. Again, the site by site approach for approvals/applications in this area represents "piecemeal" planning, which will potentially impact on a comprehensive plan for the Block.

#### Planning Justification Study

On October 4, 2007, the applicant submitted a "Planning Justification Report" prepared by Weston Consulting Group Inc. - September 2007. The Development Planning Department has reviewed the planning justification report and have determined that it fails to provide the necessary justification for the support of the subject applications at this time.

The justification report states that the applications are supported by the 1997 Provincial Policy Statement, while the Development Planning Department is of the opinion that the 1997 Provincial Policy Statement (PPS) would not support the uses as proposed.

The report states that the proposed waste transfer and recycling facility will be buffered on three sides by a landscape berm and on the fourth side by the Rainbow Creek. The report goes on to state that the Certificate of Approval that would be required to be issued by the Ministry of Environment will also address land use compatibility, however, the report fails to explain how this would be achieved.

The planning justification report does point out that all the preferred options for the Highway 427 extension are located to the east of the Hydro Corridor and should one of these options be ultimately selected then the impact on the subject lands may be negligible. However, should the preferred alignment be immediately adjacent to the Hydro Corridor then the potential of the subject lands being visible from the 427 is a possibility and the future uses should be of a nature that is in keeping with a 400 series highway.

It should also be noted that until such time as the final alignment is selected and approved by the Ministry any number of factors may lead to a redesign of the alignment options and this may have an impact on the subject lands.

The justification report states that the location of the proposed facility "provides ample room" for the consideration of a north/south public road, and therefore, does not prejudice the future internal road network for the block. The Development Planning Department disagrees with this position and maintains that until such time that the secondary plan is approved for the area the location of the internal road networks can not be determined and therefore, no conclusion can be made on the ability of the site to not prejudice the future secondary plan.

To allow the use and site development of the subject lands at this time would not only compromise the secondary planning process by approving land use designations but would also severely prejudice the adjacent land holdings by limiting the range of uses that would or could locate adjacent to this type of use.

#### Zoning

The subject lands shown on Attachment #1 are zoned A Agricultural Zone (tableland) and OS1 Open Space Conservation Zone (valleyland) by By-law 1-88. The proposed zoning amendment would rezone the subject lands (ie. west of the OS1 lands) to EM2 General Employment Area Zone and C7(H) Service Commercial Zone with the addition of the Holding Symbol (H). The applicant is proposing that restrictions be placed in the by-law to permit the waste recycling and

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transfer activities including outside storage, to the rear of the property, and to place the proposed commercial lands along the Highway 50 frontage in a Holding Zone that would be lifted when a site plan was approved.

The Development Planning Department cannot support this approach as it presupposes that a commercial designation along Highway 50 and a General Employment designation for the internal subject lands will be appropriate once the secondary plan for the entire area is completed. The requested C7 Service Commercial Zone is only permitted within a Service Node (adjacent to an intersection of two roads) within the Prestige Employment Area designation. Without the completion of the secondary plan, there is no way to ensure that a Service Node will be located on the frontage of the subject lands adjacent to Highway 50, and therefore cannot be supported at this time.

#### City Engineering Department

On February 13, 2008, comments were received from the Vaughan Engineering Department and are as follows:

“The Transportation Planning Division does not support the subject development as the information/analysis provided in the Traffic Impact Study (prepared by Read, Voorhees & Associates dated October 2007) is insufficient with respect to following:

1. The subject development falls under potential corridor for the Highway 427 extension. Environmental Assessment for Highway 427 has not been completed yet and the subject corridor may be affected due to the realignment of arterial roads/future City road network (including Major Mackenzie Drive). Furthermore, the appropriateness of the access location on Highway 50 would be determined in light of Highway 427 EA (Western Vaughan IEA) study report.

The City of Vaughan OPA 600 designates the subject lands “Agriculture Area” and “Valley/Stream Corridor” and are located within the “Employment Secondary Plan Study Area”. However, a secondary plan is not commenced/approved yet and the subject development may also affect the future road network of the secondary plan, hence at this point in the time we believe that the subject proposal is premature.

2. Background traffic growth rates considered in the submitted study report observed too low, also traffic generated by the future background developments needs to be updated.
3. Existing intersection of Regional Road 50/Major Mackenzie Drive is currently operating at LOS (level of service) - 'F', furthermore we also believe that without having any geometric improvements, the subject intersection would not be able to accommodate the anticipated growth in the traffic, even with the installation of a traffic signal.
4. Heavy vehicles percentage used in the analysis needs justification.”

#### Cultural Services Division

The Vaughan Cultural Services Department advises that the required Archaeological Assessment has not been submitted by the applicant for review and approval by the Ministry of Culture's Archeological Branch and the City of Vaughan.

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The Division also advises that the existing 1½ storey brick farmhouse on the subject lands is included in the Listing of Significant Heritage Structures, the City of Vaughan's Register of Property of Cultural Heritage Value as per Part IV, Subsection 27 of the Ontario Heritage Act. Any proposed changes to the exterior of the existing farmhouse must be reviewed by the Cultural Services Division and Heritage Vaughan in order to preserve the property's heritage integrity. As well, the Cultural Services Division requests that the property owner provide an opportunity to conduct an interior site visit to conduct a full Built Heritage Evaluation of the Building.

#### Toronto and Region Conservation Authority (TRCA)

The Development Planning Department has received various letters from the Toronto and Region Conservation Authority (TRCA), indicating that prior to any approvals or conditions of approval being issued by the TRCA, revisions to the Master Environmental Servicing Plan as well as the submission of additional information is required for review and comment. The applicant is working directly with the Conservation Authority to address any site-specific outstanding issues to their satisfaction.

The TRCA has also advised by letter on December 14, 2007 that although there are site-specific issues that are required to be addressed by the applicant, the development proposal falls within the Highway 427 Transportation Corridor-Individual Environmental Assessment Review (EA), and should therefore, be reviewed concurrently in the context of the EA study.

#### Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan and Manage Growth and Economic Vitality".

#### Regional Implications

The Region of York Planning Department has advised by letter dated February 13, 2008, that the site is located within the ROPA 19 area, which is designated "Urban Area" by the Regional Official Plan. Policies of the Regional Official Plan support development within "Urban Areas" through comprehensive secondary plans that take into consideration environmental issues, infrastructure requirements, including roads, water, sewer and transit, and high quality urban design. Similar policies are set out in the City's Official Plan (OPA 600). The comprehensive secondary plan process for the ROPA 19 area is awaiting the completion of the EA for the Hwy 427 extension or at least determination of the preferred alignment. The potential future extension of Highway 427 may impact this site and Regional staff have not received any information to-date that would confirm that this site will not be impacted by the 427 extension. Possible alignment options identified at the first Public Information Centre for the Highway 427 extension indicate this site is impacted.

The site is located on the east side of Highway 50, north of Major Mackenzie Drive. Major Mackenzie Drive is a Regional Road having a 36 metre right-of-way in this area. It is anticipated that Major Mackenzie Drive will play a key role in providing east-west connection to the Hwy 427 extension. Improvements to Major Mackenzie Drive are part of an Individual EA which the Region is carrying out for the road network in West Vaughan. East west connection to the Hwy 427 extension, improvements and/or realignment of Major Mackenzie Drive could all impact the proposed site.

#### Conclusion

The Development Planning Department has reviewed the applications to amend the Official Plan and Zoning By-law (Files OP.99.014 and Z.99.034) and the Site Development Application (File DA.07.080) in accordance with the applicable policies of the Official Plan, the Provincial Policy

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Statement (1997), and the Regional Official Plan. The applicant has not appropriately justified the need for the applications proceeding in advance of the completion of the Employment Secondary Plan Study, and the Highway 427 Extension Environmental Assessment (EA). The Development Planning Department is of the opinion that the applications are premature and are not in the public interest, since the approval of the proposed uses in the “Employment Secondary Plan Study Area” could prejudice the future transportation network and land uses in the area, if the applications are approved in advance of the completion of the Highway 427 extension EA, and the preparation of a Secondary Plan. Comments received from the City of Brampton and the Region of Peel also indicate that the proposed applications are premature from a land use and transportation planning perspective. The Ministry of Transportation (MTO) is of the opinion that the approval of these applications may preclude a future alignment for the Highway 427 as well as potential realignments and widening of Major Mackenzie Drive, and other east-west arterials in the area.

Furthermore, the approval of site specific applications will create a precedent in the “Employment Secondary Plan Study Area” and may result in additional applications proceeding in advance of the completion of the Secondary Plan. It is the Development Planning Department’s opinion that this site by site approach for approvals of applications within the Study Area represents “piecemeal” planning that may potentially impact the comprehensive plan for the entire block. Accordingly, the Development Planning Department cannot support the approval of the Official Plan Amendment, Zoning By-law Amendment and Site Development Applications as shown on Attachment #2, and recommends that the applications BE REFUSED.

**Attachments**

1. Location Map
2. Overall Site Plan
3. Proposed Layout for EM2 Portion of Lands

**Report prepared by:**

Carmela Marrelli, Planner, ext. 8791  
Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

/CM

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 21, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**21 DECLARATION OF COOPERATION THROUGH RECIPROCAL AGREEMENTS AND JOINT PROGRAM INITIATIVES**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor DiVona, Chair, Council/School Board Liaison Committee, dated February 19, 2008:

**Recommendation**

Councillor Bernie DiVona, Chair of Council/School Board Liaison Committee recommends:

1. That Council receive the attached Declaration of Cooperation Through Reciprocal Agreements and Joint Program initiatives;
2. That Staff be directed to forward the “declaration” to the York Region District School Board and the York Catholic District School Board for their review; and
3. That a final “declaration” be approved by Council prior to the Ontario Education Week – April 26 to May 2, 2008.

**Economic Impact**

There is no economic impact.

**Communications Plan**

Corporate Communications to issue a media release and advisory, post to City of Vaughan website and provide photography for the signing ceremony.

**Purpose**

To formalize and approve the draft of the “declaration” by all parties.

**Background - Analysis and Options**

The Council/School Board Liaison Committee undertook an initiative to identify and summarize the formal reciprocal agreements and program initiatives that exist between the City of Vaughan, York Region District and York Catholic District School Boards.

The Council/School Board *Liaison Committee is a non-statutory* advisory committee of the City of Vaughan with a mandate to promote discussion on issues of mutual concern between representatives of all three organizations. While the committee's mandate is to discuss and resolve issues, it recognized the need to better understand many of the agreements and initiatives that exist between the agencies. In so doing, it would create a better appreciation of the excellent cooperation and support that the City of Vaughan and York Region District and York Catholic District School Boards share in fostering cooperation, building strong communities and implementing opportunities to maximize utilization of shared resources.

A subcommittee was established under the direction of Council/School Board Liaison Committee Chair, Bernie DiVona. The subcommittee was responsible for gathering, reviewing and summarizing the formal agreements and program initiatives that presently exist.

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The Reciprocal Agreement provides a summary of *formal reciprocal agreements and program initiatives* that the City of Vaughan shares with either/or both Boards of Education. For the purpose of *this* report, *formal reciprocal agreements* are defined as either a *policy document* or a *legal agreement* that outlines the services each agency shares or provides. Agreements such as the York Public Buyers Cooperative, Shared Use Facility Agreements, School Crossing Guards Program are examples of established agreements.

The Reciprocal Agreement also provides a summary of the *ongoing general program initiatives* between the City of Vaughan departments and local Vaughan high schools and elementary schools. Program initiatives include everything from the use of program space to educational and recreational programs and events. While the list is not exhaustive, it does capture many examples of collaboration and cooperation.

#### **Relationship to Vaughan Vision 2020**

This report is consistent with the priorities previously set by Council as specified in the Vision under service excellence and the necessary resources have been allocated and approved.

#### **Regional Implications**

N/A

#### **Conclusion**

To finalize the Declaration of Cooperation Through Reciprocal Agreements and Joint Program Initiatives.

#### **Attachments**

Declaration of Cooperation Through Reciprocal Agreements and Joint Program Initiatives.

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

Councillor DiVona, 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 22, Report No. 9, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 25, 2008, as follows:

***By approving Clauses 1 and 2 of the recommendation of the Director of Economic Development;***

***By approving that staff be asked to continue discussions with the City of Parma with a view to entering into economic opportunities;***

***By referring Clauses 4 and 5 to a future Committee of the Whole (Working Session) meeting; and***

***By approving that a report be provided on more extensive opportunities around the globe.***

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**22            REPORT ON CITY OF VAUGHAN BUSINESS MISSION TO ITALY: JULY 2007**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Director of Economic Development, dated February 19, 2008:

**Recommendation**

The Director of Economic Development, in consultation with the City Manager, recommends:

1. That this report be received for information.
2. That staff be directed to continue an engaged dialogue with potential investors, initially contacted during this Mission, with a view to securing investments in Vaughan.
3. That staff be asked to continue discussions with the City of Parma with a view to entering into an economic collaboration between Vaughan and Parma, as per City of Vaughan policy.
4. That staff be directed to work with the City of Sora, and the surrounding Province of Frosinone, to execute the identified programme of activities to commemorate the 20<sup>th</sup> Anniversary of the twinning between Vaughan and Sora, Vaughan's first official Sister City created in 1992.
5. That, after the creation of an economic partnership with Parma, a moratorium be placed on new partnerships with any jurisdiction in Italy for a period of at least 5 years in order to focus on existing partnerships and on the inherent opportunities to be realized from those existing ties.

**Economic Impact**

The economic impact for 2008 has been allocated within the 2008 Operating budget for the Economic Development department's International Partnership Programme.

**Communications Plan**

Any activity involving projects arising from this, or future, business missions shall be communicated to the public in accordance with the Corporation's communications policies.

**Purpose**

The purpose of this report is to provide a de-briefing and summary of activities, including recommendations for follow-up actions, pertaining to the City's 2007 Business Mission to Italy.

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#### Background - Analysis and Options

The City of Vaughan has a dynamic and diversified business community, with more than 8,000 businesses, showing sector strengths primarily in traditional and manufacturing industries: plastics, furniture, transportation and logistics, metal fabrication and food & beverage processing.

Global competitiveness demands that all industries seek to solidify their positions within existing markets as well as actively and constantly examine new markets within which to create future growth opportunities.

To this end, dialogue with local industries has revealed that the City can best support their expansion efforts into new markets abroad by aiding in the due diligence phase, a critical part of the process of joint venture development, as well as by playing a facilitation role by building a peer-to-peer bridge with local authorities and, in so doing, extend the resulting goodwill and trust to our industries as potential foreign investors in their jurisdiction.

In addition, in some markets, our industries could run the risk of infringement upon their proprietary technology or intellectual property (IP). In such a situation, our municipality would have an opportunity to offer some protection in the form of moral suasion, using the language of diplomacy that only representatives of a political jurisdiction can use with their counterparts to help tip the scales in favour of a more open and secure collaboration for our industry.

These support mechanisms are essential to our industries and the municipality can provide them if it has built those bridges into new markets through forethought, proactively anticipating the needs of its local business community.

Vaughan currently can already offer, or is actively working on developing, links with several markets around the globe: Israel, China and Italy.

#### Objectives Of The International Partnerships Programme (Ipp) as stipulated in CW-WS report of February 13, 2007

The objectives of any international partnership are tied to bringing economic and social benefits to each community's businesses and residents respectively.

The key objectives for Vaughan's IPP, are:

1. To *support local economic development* by giving local businesses an additional tool through which to achieve growth, access new markets and retain their competitive edge
2. To *support specific sectors of Vaughan's economy*, such as the tourism sector, through such methods as facilitating skills enhancement/professional development exchanges abroad subsequently importing acquired "authenticity" know-how back into Vaughan (eg. country of origin training for our local chefs).
3. To support local economic development by pursuing *Foreign Investment attraction*
4. To create *International opportunities for our Youth* and young professionals
5. To create investment opportunities for Vaughan businesses through Strategic Business Alliances (a directory was produced by staff and is currently being updated to assist in matching alliances).
6. To enhance Vaughan's image abroad as an excellent location for investment within the NAFTA area (International marketing via "Invest in Vaughan" presentations abroad).

#### Criteriae For Selecting An International Partner (extracted from CW-WS report of February 13, 2007)

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Entering into a partnership with another jurisdiction is generally a decision made if there are a number of elements present which would make the partnership a beneficial one for both parties. In 1991, the City of Vaughan adopted its Twinning Policy, in which were outlined a number of desirable characteristics which should be kept in mind when evaluating a potential partner. They are still valid today and merit review:

1. The community should have approximately the same population as Vaughan.
2. The community should be economically compatible with Vaughan so as to provide opportunities for trade and commerce exchanges.
3. The community should be situated in an economically and politically stable environment.
4. The community, and/or its surrounding region, should offer strengths in industries that have been targeted for growth in Vaughan.
5. Opportunities for cultural, educational and professional exchanges should exist.

Generally speaking, the selection of a potential partner begins with the identification of a desirable jurisdiction, generally by senior staff, followed by research to gather as much information about the specific characteristics of that jurisdiction and, subsequently, exploratory meetings in order to assess the level of interest by both parties, to exchange ideas and to arrive at a consensus regarding key objectives of the partnership. It is during this phase that a work plan emerges and an International Partnership agreement is developed.

#### **Business Mission to Italy 2007: Summary of Activities, Successes and Outcomes**

In July 2007, Mayor Linda D. Jackson led a delegation to Italy for a 12-day business development and fact-finding mission. The high-level delegation also included 2 Vaughan Regional Councillors, the Chair of York Region, the CEO of the Vaughan Chamber of Commerce, the Executive Director and Deputy Director of the Italian Chamber of Commerce, members of the business community and Vaughan's Director of Economic Development.

The objectives of the Mission were three-fold:

1. Promotion of the City of Vaughan as an ideal jurisdiction in which to do business. Presentations to a number of municipalities, chambers of commerce, boards of trade and other business aggregator agencies as well as to private industries seeking opportunities in Canada.
2. Fact-finding meetings and industry visits to companies and facilities demonstrating innovation in environmental technologies.
3. Cementing of existing relationships and exploration of new economic growth opportunities.

A brief summary of the 12-day Mission follows:

Business development-focused meetings were held in Lombardy (Milan, Sondrio and Bergamo/Dalmine), in Piedmont (Turin), in Emilia-Romagna (Parma and surrounding province), in Lazio (Rome, Frosinone and Sora) and Calabria (Cosenza, Vibo Valentia, Crotone, Catanzaro).

In all Regions, the delegation met with political leaders, local Chambers of Commerce, local businesses seeking to learn about expansion opportunities into Vaughan and representatives of other business aggregator agencies seeking to create a link with Vaughan.

A number of themes were pursued throughout the mission: investment attraction presentations, fact-finding regarding innovative alternate energy, energy-from-waste and wastewater treatment technologies, and the creation of personal and professional development opportunities for Vaughan citizens and businesses. In addition, in recognition of our Sister City relationship, the delegation held official meetings with the City of Sora, in the region of Lazio, to reaffirm our relationship and discuss next steps in the evolution of our International Partnership. Finally, pursuant to one of the adoption recommendations in the February 13, 2007, Committee of the

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Whole-Working Session report, an exploratory discussion was held with the City of Parma with the objective of securing an economic collaboration between the two municipalities to the mutual benefit of its residents and businesses.

#### **Successes and Future Actions Resulting from this Mission**

Amongst the meetings dealing with innovation in environmental technologies, the delegation visited the EnviroPark in Torino, a brownfield development that has been transformed into a centre of excellence for the research and development of innovative green technologies. In Dalmine, just outside Bergamo, the delegation visited the REA thermo-treatment plant, a state-of-the-art facility which is held as an example of best-in-class in the thermo-treatment category. In both cases, members of the delegation acquired an in-depth understanding and first-hand information about these leading-edge technologies to be used in Vaughan and York Region initiatives. Specifically, as a result of viewing the EcoPark project in Torino, Vaughan officials are exploring the feasibility of establishing an EcoPark in Vaughan. In addition, based on the design observed at the thermo-treatment plant in Dalmine during this Mission, the mission participants have brought additional information and innovative solutions to the table at York Region to perhaps positively influence the criteria that will be established to decide on the design, operation and management of the thermo-treatment plant to be set up in York/Durham region.

Directly flowing from our International Partnership with Sora, situated in the same region of Italy as the City of Rome, the delegation was received by the Deputy Mayor of the Eternal City. In addition, in Rome and surrounding area, the delegation participated in a number of meetings with high-ranking political figures for the purpose of building awareness of the advantages of doing business in Vaughan, as a very strategically positioned municipality within Canada's most vibrant province. Specifically, the delegation held meetings with the Minister of Economic Development and Trade and with the Minister of Culture for the Region of Lazio and participated in a press conference to highlight Vaughan as a vibrant municipality which, thanks to its ties with its sister city of Sora, within the same Region of Lazio, is able to attract the attention of the leadership of a city as large and as economically important as Rome and its broader surrounding area.

The results of the above-noted meetings are meant to bring real benefits to Vaughan residents, particularly our youth, through future projects between Vaughan, Sora and the opportunity-rich, surrounding area of the Region of Lazio. Among the projects to be realized within the next 1-3 years are:

- a marker to commemorate the very first Allied soldier to enter and subsequently perish on the streets of Frosinone (a young Canadian) to be erected in Frosinone (near Sora).
- 10,000 euro (approx. \$15,000 CDN) donated by the La Rocca family in Sora in support of youth in Vaughan.
- A professional development opportunity for chef owner/operators of Vaughan restaurants at the Culinary Institute in the province of Frosinone
- A student exchange for up to 30 students from the Intermediate grades (6,7,8) between Vaughan and Sora youth
- As an outcome of a "best practices" discussion, the City of Sora has committed to having their architects work together with our planners to integrate the creation of piazzas in the City of Vaughan's OPA currently under review.
- A commitment from the City of Sora, the Province of Frosinone and the Region of Lazio to supporting initiatives tied to the 20<sup>th</sup> anniversary of the twinning between Vaughan and Sora.
- An agreement that the City of Vaughan's economic development department, together with the Italian Chamber of Commerce of Toronto and the Vaughan Chamber of Commerce work together in support of business development opportunities.

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- A commitment from the Province of Frosinone, province of origin for thousands of Vaughan and GTA residents, to assist in securing historically significant artifacts to be displayed in the AMICI Museum in Vaughan. (This commitment was received also from the City of Parma as well as from the Chambers of Commerce in Bergamo, Sondrio, Cosenza, Vibo Valentia and Catanzaro).

Similarly, and particularly noteworthy, was a meeting with the Mayor of the City of Parma and the President of the Parma Chamber of Commerce, Industry, Agriculture and Artisanry during the course of which both Mayors agreed to explore the advantages that a formalized partnership between Vaughan and Parma could bring to their respective industries and citizens. In Parma, the delegation had discussions with local industries exploring investment in Vaughan as well as with one of Italy's premier culinary institutes, ALMA, for the purpose of offering Vaughan-area chefs professional development opportunities right in the heartland of Italy's food production.

In southern Italy, the delegation was received by political leaders at the Municipal and Provincial levels, visited local manufacturers seeking to engage in commercial relationships with businesses in Vaughan, met with Canadian students, most of whom are Vaughan residents, participating in a study-elsewhere programme in Calabria and, began a dialogue with I.S.C.A.P.I., the Calabrian Superior Institute for International Politics, with whom Vaughan has a collaborative arrangement, to receive a number of student "study-elsewhere" bursaries to be awarded to 15 Vaughan students within 2008.

Staff is recommending that several actions be undertaken as a direct outcome of the 2007 Mission:

1. Every attempt be made to follow-up on all business contacts made, with particular attention given to those with potential for foreign direct investment into Vaughan.
2. The City of Vaughan continue discussions respecting an economic partnership with the City of Parma.
3. The City of Vaughan execute the plan of activities, identified during meetings with Sora city officials in the course of this Mission, culminating in the 20<sup>th</sup> Anniversary of the International Partnership with the City of Sora.
4. That staff be directed to develop criteriae through which the 15 bursaries received as a gift from the Town of Spilinga, thanks to our partnership with the ISCAPI in the Region of Calabria, be awarded to 15 young adults, between 18 and 25 years of age, residing in Vaughan, to spend 30 days on a Study Elsewhere programme in Calabria during the period between July 1 and August 31, 2008.
5. That staff continue to dialogue with the ALMA International Culinary Institute and the Culinary school in Frosinone, to develop professional development opportunities to be offered to chef/owner/operators of Vaughan restaurants

#### PARMA:

Staff is recommending that Vaughan Council seriously consider formalizing an economic partnership with the City of Parma. As a potential International Partner, Parma meets all of our criteriae and is considered an ideal candidate to partner with Vaughan.

Parma, and its surrounding province, together represent a dynamic economy, with significant strengths in the food and beverage processing industry and affiliated metal fabrication. Food production has a long tradition in Parma, which has for many years been called the "Food Valley", accounting for almost 40% of the total economic output of the Region of Emilia-Romagna. This very prolific Region of northern Italy is the birthplace to such immediately recognizable products as Parmigiano Reggiano cheese, Balsamic Vinegar from Modena, Prosciutto from both Parma and Modena, Pasta Barilla and the entire Parmalat family of products. It is the only region in the world to have the authority to officially brand wheels of Parmigiano Reggiano cheese, to authentically sell original Parma and San Daniele prosciutto and to bottle an authentic balsamic vinegar from its birthplace of Modena.

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Interestingly, Vaughan is home to Canada's largest, by volume, private importer of Parmigiano Reggiano and the first importer in Canada to bring in authentic Parma and San Daniele prosciutto just as soon as Canada's Food Inspection Agency authorized limited access into Canada just a few short years ago. In addition, a number of large importers of products from Emilia-Romagna have chosen to locate in Vaughan.

A complete area profile on Parma and surrounding province will be developed as part of the advance preparatory work should Council determine it wishes to proceed to formalize an economic partnership with Parma.

In addition, the ALMA International Culinary Institute is widely recognized as one of the pre-eminent culinary institutes in Europe and is very pleased to expand their relationship with Canadian "students", building on a formal relationship already in place with the George Brown School in Toronto. Staff recommends working with ALMA management to develop opportunities that would afford Vaughan businesses a chance to augment their culinary offerings to their clientele, thus bringing back into Vaughan an even higher standard of culinary excellence and adding to Vaughan's reputation as a City with great authentic restaurants.

#### SORA:

Specifically with respect to Vaughan's sister city of Sora, in the central region of Lazio which is also home to the nation's capital city of Rome, staff recommends that Vaughan embrace the opportunity, nurtured by representatives of both governments on the occasion of Vaughan's Mission to Italy in July 2007, to advance our twinning relationship through a series of events and exchanges with Sora and with the broader Province of Frosinone as noted in this report. Beginning in the Fall of 2008 with a student exchange of Sora students to Vaughan, and culminating in a series of events to mark the 20<sup>th</sup> Anniversary of our twinning in 2011, staff is proposing the execution of a number of cultural and business exchanges through which to augment opportunities for growth for citizens and businesses of both jurisdictions.

#### Relationship to Vaughan Vision 2020

This report relates to the Vaughan Vision 2020 as part of the pursuit of Management Excellence with respect to planning and managing growth and economic vitality.

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

#### Regional Implications

There are no direct regional implications save for the benefits that foreign direct investment into Vaughan will bring to the overall health of the Regional economy. In addition, the Regional Councillors and the Chair of York Region, through their presence as Mission delegates, were able to benefit by gathering information and best practices pertaining to environmental technologies and innovation in energy-from-waste plants.

#### Conclusion

In a report to the Committee of the Whole Working Session of February 13, 2007, staff put forward, and received Council approval for, the following recommendations:

1. That Council reconfirm its commitment to the City's International Partnerships Programme as an integral part of its broader economic development programme.

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2. That Council endorse the principle of *Continuity of Contact and Activity* between the City of Vaughan and its International Partner Cities, in order to foster trust and communication, and to bring about tangible economic and social benefits, on behalf of all the constituents of Vaughan.
3. That staff be directed to develop work plans aimed at enhancing the benefits of partnership with our existing International Partners.
4. That staff bring forward recommendations for new economic International Partnerships with suitable partner cities in China, northern Italy, USA and any other jurisdiction offering excellent growth opportunities for Vaughan.

In this report, staff is bringing forward recommendations in support of those approved as actionable in the February 2007 report. Namely:

- a. As part of the continuity of contact and activity between the City and one of its International Partners in Italy, the city of Sora, staff is recommending that a plan of activities be developed to recognize twenty years of partnership. The activities shall bring tangible social benefits to our citizens, especially our youth.
- b. As part of the search for suitable economic partners offering excellent opportunities for growth for our local industries, staff recommends that serious consideration be given to an economic collaboration with the City of Parma, situated in the northern-Italian Region of Emilia-Romagna which, together with Lombardy and Piedmont, constitutes one of the strongest and most powerful economic engines in Europe. Parma greatly complements Vaughan in its industrial strengths and future growth prospects and, thus, offers a plethora of opportunities for our respective industries.

**Attachments**

None

**Report prepared by:**

Emilia Valentini, Director of Economic Development

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Item 23, Report No. 9, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 25, 2008, as follows:

***By approving the confidential recommendation of the Committee of the Whole (Closed Session) meeting of February 25, 2008;***

***By approving the following contained in the additional report of the Commissioner of Legal and Administrative Services and City Solicitor, dated February 25, 2008:***

***“The Commissioner of Legal and Administrative Services and City Solicitor in consultation with the City Manager and Deputy City Manager and Commissioner of Finance and Corporate Services recommend that Council direct that a Request for Proposal be issued for an auditor to conduct a compliance audit pursuant to section 81(6) of the Municipal Elections Act, 1996 in regard to the 2006 Municipal Election Campaign finances of Mayor Linda D. Jackson.”; and***

***By receiving the confidential memorandum from the Commissioner of Legal and Administrative Services and City Solicitor, dated February 22, 2008.***

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23

**COMPLIANCE AUDIT DECISION REPORT  
2006 MUNICIPAL ELECTION CAMPAIGN FINANCES  
MAYOR LINDA JACKSON**

This matter was referred to the Council meeting of February 25, 2008, without a recommendation.

Mayor Linda D. Jackson declared an interest with respect to the foregoing matter as it relates to her 2006 municipal election campaign finances.



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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 24, Report No. 9, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on February 25, 2008, was dealt with by approving:

***That this matter be referred to the Budget Committee meeting of February 26, 2008, for further discussion; and***

***That the memorandum from the Deputy City Clerk, dated February 22, 2008, be received.***

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24

**DEPUTATION – MR. ROBERT G. WHITMAN  
WITH RESPECT TO THE YORK REGIONAL POLICE MILITARY TATTOO**

The Committee of the Whole recommends that the deputation of Mr. Robert G. Whitman, York Regional Police, 17250 Yonge Street, Newmarket, L3Y 4W5, and information material submitted, be received, and referred to staff to report back on the request for sponsorship, including the City's policy regarding such request.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 25, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**25**

**DEPUTATION – MS. NADIA ALMALIAH  
WITH RESPECT TO THE MAYOR’S PANCAKE BREAKFAST**

The Committee of the Whole recommends that the deputation of Ms. Nadia Almaliah, 33 Crown Heights Crescent, Thornhill, L4J 5T9, and written submission, be received.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 26, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

**26**

**NEW BUSINESS – DESIGN OF COMMERCIAL PLAZAS  
WITH RESPECT TO THE NEW OFFICIAL PLAN**

**The Committee of the Whole recommends that the Planning Department and Urban Strategies, the consultants retained to assist in the development of the City of Vaughan’s new Official Plan, take note of Council’s concern that the design of commercial plazas continues to be at total variance with the principles of sustainability and that any new Official Plan must include recommendations on how commercial plazas can be designed with the principle of sustainability in mind.**

The foregoing matter was brought to the attention of the Committee by Councillor Carella.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 25, 2008**

Item 27, Report No. 9, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 25, 2008.

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**27     NEW BUSINESS – CANCELLATION OF THE COUNCIL MEETING OF MARCH 17, 2008**

**The Committee of the Whole recommends that the Council meeting scheduled for March 17, 2008, be cancelled and that all Committee reports to be considered at that meeting be forwarded to the Council meeting of Monday, March 31, 2008.**

The foregoing matter was brought to the attention of the Committee by Mayor Jackson.