

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 1, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By receiving the memorandum from the Commissioner of Legal and Administrative Services and City Solicitor, dated June 19, 2008.***

#### **1 COMPLAINT PROTOCOL AND IMPLEMENTATION BY INTEGRITY COMMISSIONER**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Accountability and Transparency Committee, dated June 16, 2008, be approved, subject to revising the Complaint Protocol as follows:
  1. Replace the words “December 31, 2008” in Clause 2 with “September 30, 2008”; and
  2. Replace the words “the election date” in Clause 11 with “the date of the inaugural meeting”; and
  3. Replace the words “the date of the election” in Clause 16 with “the date of the inaugural meeting”.

#### **Recommendation**

The Accountability and Transparency Committee, in consultation with the Integrity Commissioner, recommends:

1. That the attached Complaint Protocol be approved by Council.

#### **Economic Impact**

Not applicable.

#### **Communications Plan**

The Complaint Protocol will be posted to the City's Website on the 'page' developed regarding the Integrity Commissioner, once this has been developed

#### **Purpose**

The purpose of this report is to provide a Complaint Protocol for dealing with complaints to the Integrity Commissioner about alleged violations of Council's Code of Conduct.

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

The City appointed an Integrity Commissioner to investigate alleged violations of the Council Code of Conduct.

Following the appointment of the Integrity Commissioner, the Accountability and Transparency Committee worked with the Integrity Commissioner to develop the attached Complaint Protocol. The Complaint Protocol should be considered interim, and should be reviewed after the Integrity Commissioner has worked with it for a period of several months to determine if any amendments are necessary.

The attached Complaint Protocol is modeled on existing protocols. Some of the key highlights of the Complaint Protocol are set out below.

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Only complaints relating to occurrences subsequent to April 23, 2007 will be addressed. This is the date Council resolved to have an Integrity Commissioner. Complaints must be brought within six (6) months of the matter complained of, except that during the initial phase - until December 31, 2008 - this restriction will not be in effect.

The Complaint Protocol emphasizes and encourages informal resolution of complaints, with or without assistance from the Integrity Commissioner. Formal complaints must be made on the prescribed Complaints Form/Affidavit attached to the Complaint Protocol. Complaints must reference a specific provision of the Council Code of Conduct.

Where a matter falls outside the scope of the Council Code of Conduct, the Integrity Commissioner will advise the complainant and, where applicable, re-direct the complainant to the appropriate venue or remedy.

The Integrity Commissioner will provide periodic reports: semi-annually during the first year, and annually thereafter. Following investigation, the Integrity Commissioner shall report findings, and recommended corrective action, or penalties no later than 90 days following receipt of the complaint. Council must consider and respond to the report within 45 days.

Pursuant to the Municipal Act, the powers of the Integrity Commissioner are limited to making recommendations for a reprimand or a suspension of remuneration up to 90 days.

Reports of the Integrity Commissioner are public. The identity of complainants and of members complained of is not confidential at the point of the Integrity Commissioner's report to Council.

In a regular municipal election year, no complaint will be referred to the Integrity Commissioner after June 30, until following the date of the election. (This elapsed time will not be included in the calculation of the six (6) month time limit for making complaints). In a regular municipal election year, the Integrity Commissioner shall not make any reports following the last Committee of the Whole meeting in June, until following the date of the election.

#### **Council Code of Conduct:**

Complaints must reference a specific provision of the Code of Conduct. Until such time as a revised Code of Conduct is adopted by Council, complaints will be reviewed with reference to the existing Code of Conduct.

Immediately following approval of the Complaint Protocol, the Integrity Commissioner, in consultation with the Accountability and Transparency Committee, will undertake a review of the Code of Conduct.

Any inquiries received to date by the City have been forwarded to the attention of the Integrity Commissioner who is holding them in abeyance pending approval of the Complaint Protocol. As soon as the Complaint Protocol is approved by Council, these individuals will be invited to complete the appropriate Complaint Form/Affidavit to commence the process.

It is recommended that this report be received.

#### **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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**Regional Implications**

None

**Conclusion**

Once the attached Complaint Protocol is approved by Council, the Integrity Commissioner will be able to commence the process of reviewing and/or investigating complaints.

**Attachments**

1. Complaint Protocol

**Report prepared by:**

Janice Atwood-Petkovski  
Commissioner of Legal and Administrative Services and City Solicitor

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

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**The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Clerk, dated June 16, 2008:**

- 1) That September 29 to October 3, 2008 be proclaimed as “United Way Week in the *City of Vaughan*”; and
- 2) That the proclamation be posted on the City’s website and published on the City Page, space permitting.

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**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

**Conclusion**

Staff is recommending that September 29 to October 3, 2008 be proclaimed as “United Way Week in the *City of Vaughan*”, and that the proclamation be posted on the City's website and published on the City Page, space permitting.

**Attachments**

Attachment #1 - Correspondence from United Way of York Region, dated May 12, 2008

**Report prepared by:**

Connie Bonsignore, Admin Assistant to 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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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 3, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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#### **BIZPAL INITIATIVE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager and the Commissioner of Legal & Administrative Services & City Solicitor, dated June 16, 2008:**

##### **Recommendation**

The City Manager and the Commissioner of Legal & Administrative Services & City Solicitor recommend that Council approve the City of Vaughan entering into a Memorandum of Understanding with Service Ontario for the purpose of implementing the BizPal Initiative.

##### **Economic Impact**

There is no economic impact associated with implementing the BizPal Initiative.

##### **Communications Plan**

The Corporate Communications Department will be requested to prepare a media launch, including press release, once the BizPal application is ready for launch. The application will be promoted through the City's service counters, the Vaughan Business Enterprise Centre and its funding partners.

##### **Purpose**

To seek Council approval to implement BizPal Initiative.

##### **Background – Analysis and Options**

For small and medium-sized enterprises, finding all the permits and licenses they need to start and grow their business is complicated, time consuming and prone to errors and non-compliance. The BizPal Initiative was developed to ease the regulatory burden placed on small businesses and a desire to make government services more client-focused. It is built upon extensive research into the nature and economics of comparable services in other countries and various Canadian jurisdictions. It also reflects input from private sector technology developers.

BizPal has been supported and promoted by the Ontario Ministry of Small Business and Entrepreneurship (MSBE), the provincial partner of the Vaughan Business Enterprise Centre.

BizPal is a new government on-line business permit and licensing identification system which provides more efficient services to small and medium sized businesses and entrepreneurs, at less costs than traditional service channels while saving time for staff and business clients. From one single point of contact, business owners and entrepreneurs can identify what permits and licenses for their business venture are needed from municipal, regional, provincial and federal governments. BizPal is accessible on a 24/7 basis by internet access. In addition to being convenient, the application allows users to understand specific jurisdictional requirements and therefore promotes awareness and encourages compliance.

The benefits to business owners using BizPal include:

- Comprehensive, customized list of permits and licenses required by all levels of government quickly and easily;
- Reference to the appropriate program delivery agents;

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- Leverage web-forms and existing online services;
- Simplifies business start-up and reduces start-up time
- Facilitates business planning.

The benefits to the City of Vaughan from adopting BizPal include:

- Economic development benefits, i.e. easier for businesses to establish in the City;
- Provides a higher level of customer service;
- Reduce staff time answering enquiries
- Compliance costs and efforts may be substantially reduced;
- May help reduce revenue lost from unintentional non-compliance;
- Provides a complete overview of Vaughan's permit and license regulations;
- Provides an opportunity to harmonize processes between various jurisdictions;
- Consistent permit and license information across all distribution channels, i.e. counter services, telephone and internet.

An initial meeting to demonstrate the website and its benefits was held on Feb 2008. The presentation was delivered by Service Ontario to Economic Development and Licensing staff.

The BizPal Initiative has been initiated in a number of provinces/territories and municipalities, including Brampton, Mississauga, Toronto, Peel Region. York Region Economic Development will also be implementing BizPal shortly. A pamphlet entitled "Are You Open for Business" is attached. Further information is also available on [www.bizpal.ca](http://www.bizpal.ca)

Upon Council approval to go forward with the BizPal Initiative, staff will develop a project charter, co-ordinate the collection of municipal permit and licensing information, and establish a timeline for a launch. The key implementation steps include:

1. Creating an inventory of permits and licenses
2. Mapping the inventory to confirm to compatible data standards
3. Posting the information to BizPal Administration Module
4. Testing
5. Launch of the BizPal application including media campaign
6. Maintenance and update of data in the Administration Module, as required,

The BizPal Initiative will be implemented at no financial cost to the City of Vaughan. The software was developed and delivered by Industry Canada, Service Ontario and its partners. The BizPal application will be launched from the City's website and carry the City's visual branding. After the initial staff time to inventory and map the permit and license information, there will only be maintenance time, as required. Targeted launch date: Fall 2008.

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

This report is consistent with the priorities set out by Council and specifically it addresses Vaughan Vision 2020 goal: Managing Growth and Economic Vitality.

#### **Regional Implications**

Upon approval of this report, the Region of York shall be informed that the City of Vaughan will be participating in BizPal. Co-operation with the Region will be sought to launch a fully-integrated product.

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**Conclusion**

Using the BizPal application, the City of Vaughan, Region of York, Province of Ontario and Government of Canada can offer entrepreneurs and business clients with enhanced and comprehensive service delivery in accessing permit and business license regulations. From the municipal standpoint, BizPal increases regulatory compliance while utilizing staff time more efficiently and generating local competitiveness.

**Attachments**

“Are You Open for Business” Pamphlet

**Report prepared by**

Shirley Kam, Manager of Economic Development  
Joseph Chiarelli, Manager of Special Projects, Licensing & Permits

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



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Item 4, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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#### **EMPLOYMENT SECTORS STRATEGY STUDY APPROVAL OF TERMS OF REFERENCE DIRECTION TO PROCEED WITH THE REQUEST FOR PROPOSAL**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the City Manager, dated June 16, 2008:

##### **Recommendation**

The City Manager recommends that:

1. The draft Terms of Reference for the preparation of the City of Vaughan Employment Sectors Strategy Study, forming Attachment No. 1 to this report be approved;
2. A Request for Proposal be issued for the retention of consulting services to prepare the City of Vaughan Employment Sectors Strategy Study, based on the Terms of Reference set out in this report, subject to final review by staff;

##### **Economic Impact**

This study was included in the 2008 Capital Budget as part of the *Vaughan Tomorrow*, growth management program (Project No. ET-3005-08). The upset budget is \$110,000.00, exclusive of the 3% administration fee.

##### **Communication Plan**

A stakeholder consultation plan will be one of the study requirements. It is intended that the consultation process for the Employment Sectors Strategy Study be coordinated with the *Vaughan Tomorrow* program, particularly the Official Plan Review.

##### **Purpose**

The purpose of this report is to obtain:

- Approval of the draft Terms of Reference for the preparation of the City's Employment Sectors Strategy Study as outlined in this report; and
- Direction to issue a Request for Proposals for consulting services for the preparation of the City's Employment Sector Strategy Study, based on the draft Terms of Reference subject to final review by staff.

##### **Background – Analysis and Options**

###### **a) Background**

On August 31, 1994 Council adopted OPA No. 450. OPA No. 450 is the City's Employment Area Growth and Management Plan, which regulates land use and development in Vaughan's employment areas. OPA No. 450 was approved by the OMB on June 29, 1995.

There have been minor changes to the extent of the City's employment lands, as designated in the Vaughan Official Plan, since 1995. However, there has not been a review of the overall OPA No. 450 policy regime. The policies of OPA No. 450 were developed in response to the conditions of the early 1990's. Today, Vaughan and its businesses and industries are facing new challenges and the current plan needs to be updated.

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The Employment Sectors Strategy Study was identified as an integral part of the *Vaughan Tomorrow* growth management program. The ESS is intended to provide the basis for developing contemporary policies and strategies that will ensure that the city's employment areas remain competitive, providing jobs, a balanced assessment base and sustainable long-term growth.

The Employment Sectors Strategy will be supporting the Official Plan Review. It will provide the guidance necessary to update the City's existing employment area official plan policies. The findings of the ESS will contribute to the development of planning policies and standards for:

- Employment Areas currently designated under OPA No. 450;
- New Employment Areas, including those located in the Vaughan Enterprise Zone, which are now subject to an "Urban" designation by Regional Official Plan Amendment No. 19. (approved October 22, 2001) The redesignation of the ROPA No. 19 area by the City, to permit employment uses, has been delayed, pending the identification of the Highway No. 427 alignment by way of an Individual Environmental Assessment, which is being undertaken by the Ministry of Transportation;
- Areas where there may be major office development, such as the Vaughan Corporate Centre and the OPA No. 620 area (Steeles Avenue – between Jane and Keele Streets).

It is noted that this study will not specifically address retail uses that support the residential community. This will be the subject of a separate study, which will deal specifically with retail uses.

The results of the Employment Sector Strategy Study will also contribute to the updating of the City's Economic Development Strategy. Like OPA No. 450, it has its origins in the early 1990's and requires review. Revising and updating the Economic Development Strategy is an objective of Vaughan Vision 2020.

#### b) Highlights of the Terms of Reference: Employment Sectors Strategy Study

The following section highlights the main elements of the draft Terms of Reference for the preparation of the Employment Sectors Strategy. The full text forms Attachment No. 1

#### Purpose of the Study

To develop an Employment Sectors Strategy, as a component of the Vaughan Consolidated Growth Management Strategy – 2031 (*Vaughan Tomorrow* program), to inform the preparation of the City's new Official Plan and the updating of the City's Economic Development Strategy.

#### Goals and Objectives

The Employment Sector Strategy shall be prepared with regard to the following goals and objectives:

- a) To establish Vaughan as the destination of choice for business investment in the Greater Toronto Area;
- b) To analyze Vaughan's current conditions and the changing economic regime to establish the City's strengths, weaknesses, opportunities and threats;
- c) To provide the City with forward-looking policies designed to foster consistent and sustainable economic growth and development to the year 2031;

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- d) To identify the economic sectors that will represent the growth opportunities, best attuned to the attributes of the City of Vaughan as an integral part of the GTA, over the next 25-years;
- e) To attract investment from new and existing businesses and industries, in such sectors, that will respond to and thrive under the economic conditions that will be experienced by the Greater Toronto Area and the City of Vaughan during the first quarter of the 21<sup>st</sup> Century;
- f) To identify new or “breakout” employment sectors or businesses that may add a new and enduring dimension to the City’s employment base and develop supportive policies;
- g) To support growth and investment that contributes to the liveability of the City, by providing for development that is aesthetically pleasing and exhibits environmental best practices;
- h) To ensure that the City’s tax base continues to maintain or enhance the current balance between residential and business uses;
- i) To support employment growth that meets the needs and qualifications of Vaughan’s residents to minimize commuting and improve the live-work relationship;

#### Scope

The Employment Sectors Strategy will result in policies that will apply to all employment areas in the City of Vaughan, including the Vaughan Corporate Centre and the OPA No. 620 Area, and will be premised on a time horizon out to 2031, while identifying shorter term priorities and policies.

#### The Employment Sectors Strategy Study Requirements

The study should include the following components:

- a) Undertake an analysis of the economic or market forces shaping the economies of Canada, the Province of Ontario and their implications for the economies of the GTA and Vaughan, in particular, in the immediate term (five to ten years) and reaching out to 2031.
- b) Develop a profile of the City’s current employment structure reviewing: historical and current economic sector mix; ownership/leadership capacity; level of innovation; business/product life cycles and expansion capacity.
- c) Prepare a SWOT analysis of the City’s current employment structure and its future, based on the emerging trends identified above and giving consideration to:
  - Changing demographic and workforce characteristics;
  - The trend toward a knowledge-based, service economy;
  - Ability of Vaughan to meet the locational and infrastructure requirements of new and emerging industries;
  - Land use and development economics;
  - Vaughan’s competitive capacity or ability to compete for private sector investment;
  - Municipal planning policies.
- d) Prepare an analysis of Vaughan’s economic role within the broader region giving consideration to:

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- Reviewing employment policy initiatives being undertaken by various municipalities in Ontario, e.g. Mississauga, Brampton, Markham, Richmond Hill, Kitchener-Waterloo, etc.;
  - The importance of Vaughan's employment lands to accommodating future growth in the Toronto Region; and
  - Vaughan's role in achieving the objectives of the Province's Places to Grow policies.
- e) Identify the employment sectors that Vaughan should be targeting over the next ten years in order to facilitate:
- The attraction of new businesses and sectors that will be attuned to the emerging market forces and Vaughan's competitive advantages;
  - Will result in well-paying, long-term employment;
  - Optimization of the planned investments in rapid transit;
  - Provide sustainable long-term growth;
  - Create a balanced assessment base;
  - Provide for opportunities for Vaughan residents to be employed locally; and
  - Attract businesses and industry sectors which can be developed and operated in the context of high aesthetic and environmental standards.

Consideration needs to be given to the retention of existing businesses and industries, which are economically viable, have strong future prospects and are complementary to the emerging directions for the employment area.

- f) Identify special situations that the City may be able to take advantage of, such as:
- Emerging or existing industry clusters;
  - Transformational opportunities which may take the City's employment sector in new directions, such as:
    - The Vaughan Corporate Centre;
    - The OPA No. 620 area;
  - The potential role that office uses may play in shaping the employment structure of the city and the locational and the built form characteristics that will be needed to attract these uses;
  - The potential impact of senior government (provincial or federal) investment in the city including a new hospital (Vaughan Health Campus of Care) as an incubator for related or complementary businesses and services;
  - The potential for business-government-educational partnerships or arrangements with York University and other post-secondary institutions;
  - Opportunities for building on the knowledge, experience and entrepreneurial skills of the city's residents, businesses and institutions (e.g. ethno-cultural communities and the creative/cultural sectors) to attract new investment;
  - The role of the tourism sector (including business travel), taking advantage of attributes like the Vaughan Mills Mall, Canada's Wonderland, the McMichael Canadian Art Collection, the Kortright Centre and natural features such as the Oak Ridges Moraine and the Provincial Greenbelt;
  - The opportunity for the application of sustainability principles and the creation of "green" employment areas.

These or other such opportunities may require specific policy support to reach their full potential.

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- g) Recommend strategic policy measures that Vaughan should be undertaking to ensure that the city can attract and maintain businesses and industries that will prosper in the long term. Such measures may be implemented through:

- City's Official Plan or Zoning documents, resulting in new policies and standards to maintain or enhance Vaughan's competitive position;
- Incorporation into the City's Economic Development Strategy;
- Additional infrastructure investment;
- Incentive programs, consistent with provincial legislation, which the City may apply to attract such strategic employment sectors.

The consultant will be responsible for policy recommendations, in a form which may be adapted for implementation by others.

- h) Recommend a monitoring program and benchmarks.

#### The Consultant

Given the nature of the project it is recognized that some Proposals may originate with multi-firm consulting teams. Therefore, the "Consultant" may be an individual firm or a team, which includes any combination of individuals, firms, companies or corporations party to the Proposal.

The successful consultant will be required to bring multi-disciplinary expertise and experience to the project. Such expertise will be expected in the following areas:

- Economic Development;
- Market Analysis particularly as it respects Employment Uses;
- Real Estate and Land Use Economics;
- Site Evaluation and Selection;
- Land Use Planning and Development;
- Public Consultation; and
- Emerging innovations in Sustainable Development as may apply to employment uses or areas.

#### The Consultation Process

Effective consultation will be important to the success of this initiative. Therefore, in the Proposal, the consultant will recommend a plan for a consultation process that will:

- Engage Council, the City departments and other stakeholders;
- Make linkages to other related growth management initiatives, like the Official Plan review; and
- Identify the preferred methods for obtaining such input.

The ESS consultant will be expected to work in cooperation with the *Vaughan Tomorrow* consultation program. This may include joint meetings or other processes, conducted in concert with related elements of the Growth Management Strategy. Close cooperation will be expected with the Official Plan Review process. The details of the consultation process will be established in the finalized work plan.

#### Timing

The targeted completion of the study is approximately twelve (12) months from the date of Council's ratification of the selection of the recommended consultant. Submission of the final Employment Sectors Strategy will be expected in September 2009.

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

The preparation of the Employment Sectors Strategy Study is consistent with the City's objectives for planning and managing growth and economic vitality by responding to the following policies:

- Complete and implement the Growth Management Strategy;
- Conduct the 5-year comprehensive review of the Official Plan as part of the Growth Management Strategy 2031;
- Prepare and employment area plan for the Vaughan Enterprise Zone and employment lands; and
- Revise and update the Economic Development Strategy.

#### **Conclusion**

The Employment Sectors Strategy Study will be a key component of the *Vaughan Tomorrow* growth management program. It will support the Official Plan Review by providing the basis for new land use and development policies that will apply to the City's employment areas. The current official plan policies (OPA No. 450) were founded in the conditions of the early 1990's. It is clear that new challenges will be shaping the future of the City's economy and that an update of the OPA No. 450 policies is warranted to ensure that Vaughan's employment areas remain competitive for the long-term. Proceeding in conjunction with the Official Plan review will allow for a comprehensive policy development process. The results of the Employment Sector Strategy Study will also contribute to the updating of the City's Economic Development Strategy. Like OPA No. 450, it has its origins in the early 1990's and requires review. Revising and updating the Economic Development Strategy is an objective of Vaughan Vision 2020.

Therefore, it is recommended that the City issue a Request for Proposals to undertake the Employment Sectors Strategy Study, based on the draft Terms of Reference in this report, subject to final staff review.

#### **Attachments**

1. Draft Terms of Reference for the Employment Sectors Strategy Study

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

Shirley Kam, Manager of Economic Development, ext. 8874  
Roy McQuillin, Manager of Corporate Policy, ext. 8211

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

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 5, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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#### 2007 ANNUAL INVESTMENT REPORT

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Reserves & Investments, dated June 16, 2008:

##### Recommendation

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

That this report be received for information.

##### Economic Impact

Investment income generated from the investment portfolio in 2007 amounted to \$25.9 million. Investment earnings are distributed to the City's reserve funds and operating budget reducing the need for tax revenues.

##### Purpose`

To report to Council on the City's investment portfolio activities during the year 2007, as required by Ontario Regulation 438/97 (as amended) of the *Municipal Act* and the City's Investment Policy.

##### Background - Analysis and Options

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

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

- a) Listing of individual securities held at the end of the reporting period;
- b) Listing of all investments by maturity date;
- c) Realized and unrealized gains or losses resulting from investments that were not held until maturity
- d) Average weighted yield to maturity of portfolio on investments compared to applicable benchmarks;
- e) Percentage of the total portfolio which each type of investment represents and;
- f) A statement about the performance of the investment portfolio during the period covered by the report.

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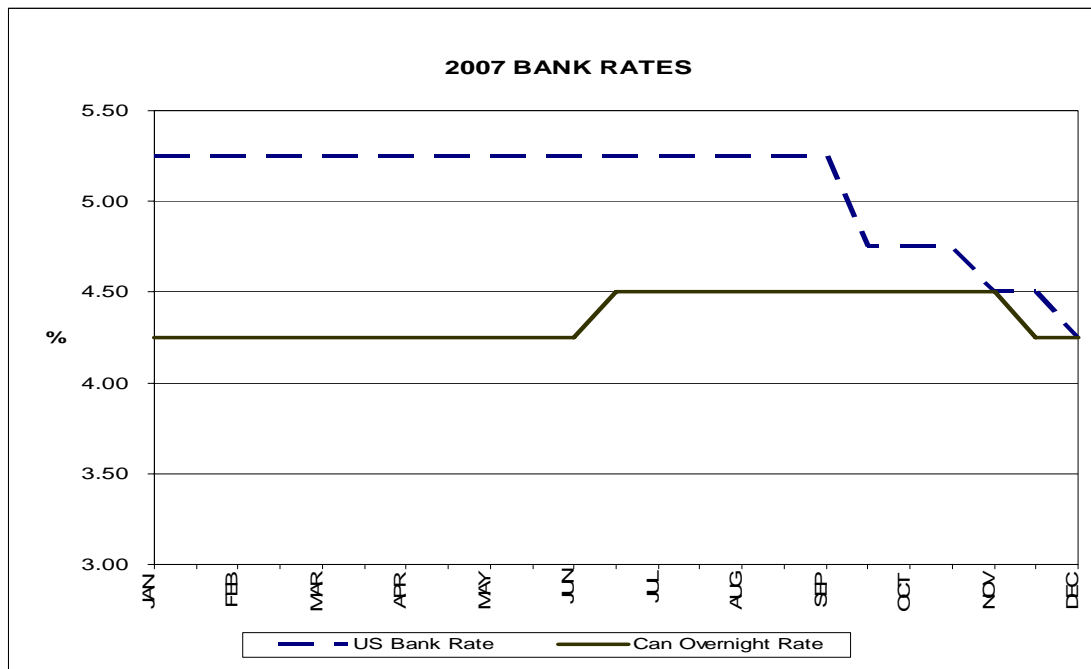
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The Reserves & Investment Department manages the investment portfolio for the City with a maturity value of approximately \$505 million at December 31, 2007 (\$448.4 million 2006), ( Attachment 1). These funds represent the funding requirements for day to day operations of the Corporation and represent investments funds held in the reserves, reserve funds, working capital and other funds of the organization. The credit quality of all investments were in compliance with the City's Investment Policy and the Ontario Regulation 438/97 (as amended) of the *Municipal Act*. There were much wider yield spreads between bank and government instruments. During the last quarter Canada 90 day T-Bills averaged 3.95% while 90 day bank instruments averaged 4.68%. The bank sector limitation under the policy was exceeded in order to take advantage of the higher yields.

During the first half of 2007 economic growth and inflation was much higher than expected causing the Bank of Canada to raise the overnight target rate in July by 25 basis points to 4.50%. The Canadian economy continued to operate above capacity and a further interest rate hike had been forecasted for 2007, however, in the fourth quarter the Canadian dollar reached an all time high impacting trade exports. In addition, weakness in the U.S. housing market, along with worse than expected losses on U.S. sub-prime mortgages that were expected to persist for a longer period of time, had created difficulties in the global credit markets. These factors posed risks to Canada's economy prompting the Bank of Canada to downgrade growth and inflation forecasts. As a result the Bank of Canada lowered the overnight target rate to 4.25% in December.

In order to stave off a recession, largely due to the credit crisis, the U.S. Federal Reserve reduced rates 100 basis points to 4.25% between August and December.



During 2007 the investment portfolio generated investment income in the amount of \$25.9 million (\$19.9 million in 2006) averaging a rate of return of 4.66% outperforming the ONE Fund which returned 4.39%. The One Fund, a benchmark used by the City, is a pooled investment fund sponsored by AMO and MFOA for Ontario municipalities.



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**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.

**Conclusion**

In 2007 the City's investment portfolio performed well with investment income increasing approximately \$6.0 million to that of 2006 and outperforming the City's benchmark, the ONE Fund by .27%. Increased investment income revenue contributes to reserves and reduces the need for tax revenues. Credit quality of investments were in compliance with the City's Investment Policy approved by Council October 25, 2004 and the Ontario Regulation 438/97 (as amended) of the *Municipal Act*. Policy limitations in the bank sector was exceeded to take advantage of higher yields.

**Attachments**

Attachment 1 – Listing of Securities Held As At December 31, 2007

Attachment 2 – Listing of All Securities by Maturity Date

Attachment 3 – Investments Held by Institution

**Report prepared by:**

Ferruccio Castellarin, CGA Ext 8271

Director of Reserves & Investments

Terry Liuni, Ext 8354

Capital Revenue Analyst

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 6, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**6**

**AWARD OF TENDER T08-038  
MAPLE STREETSCAPE PHASE 6**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 16, 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 T08-038, Maple Streetscape Phase 6, be awarded to Forest Contractors Ltd. for the amount of \$397,313.00 (excluding G.S.T.) and,
- 2) That a contingency allowance of 10% 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-6130-07, Maple Streetscape Phase 6 funding was approved in the 2007 Capital Budget. The annual operating cost of \$10,000.00 is required to maintain this streetscape enhancement once completed.

**Communications Plan**

Not applicable

**Purpose**

The purpose of this report is to seek approval to award tender T08-038 for the development of Maple Streetscape Phase 6.

**Background - Analysis and Options**

The project is for the construction of Maple Streetscape Phase 6 located on Major Mackenzie Drive and Keele Street, in Ward 1, including the north side of Major Mackenzie Drive from Melville Avenue to McNaughton Road West, the corners of Keele Street and Cromwell Road/Fieldgate Drive, the T-intersection of Keele Street and Kelly Place, the south-west corner of Keele Street and Teston Road, and the north-east corner of Major Mackenzie Drive and McNaughton Road East.

The project includes the construction of the following: raised planting beds and garden areas; enhanced planting adjacent sidewalk areas; decorative unit paving; concrete sidewalks; Village of Maple gateway signage; site furnishings; a transit shelter; and sodding. This work is in accordance with the Village of Maple Streetscape Guidelines.

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 Friday, May 30th, 2008. Three (3) bid documents were received and the results are as follows:

.../2

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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<u>Contractor</u>	<u>Base Tendered Price (excl. GST)</u>	<u>Provisional Item (excl. GST)</u>	<u>Total Tendered Price (excl. GST)</u>
<b><u>Forest Contractors Ltd.</u></b>	<b><u>\$ 397,313.00</u></b>	<b><u>nil</u></b>	<b><u>\$ 397,313.00</u></b>
<b><u>Rutherford Contracting Ltd.</u></b>	<b><u>\$ 426,840.51</u></b>	<b><u>nil</u></b>	<b><u>\$ 426,840.51</u></b>
<b><u>Pine Valley Enterprises Inc</u></b>	<b><u>\$ 946,802.00</u></b>	<b><u>nil</u></b>	<b><u>\$ 946,802.00</u></b>

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the project will provide:

- **STRATEGIC GOAL:**  
Service Excellence - Providing service excellence to citizens.
- **STRATEGIC OBJECTIVES:**  
Pursue Excellence in Service Delivery; and Enhance and Ensure 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, Forest Contractors Ltd. 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 or about September 5, 2008.

#### **Attachments**

None

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

Stephanie Snow, Construction Coordinator, Ext. 3210  
Paul Gardner, Director of Parks Development, Ext. 3209

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 7, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### **7                    2008 ONTARIO HERITAGE COMMUNITY RECOGNITION PROGRAM**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of the Commissioner of Community Services, dated June 16, 2008, be approved; and**
- 2)        That the written submission of The Honourable Lincoln M. Alexander, Chairman, Ontario Heritage Trust, 10 Adelaide Street East, Toronto, M5C 1J3, dated March 10, 2008, submitted by Mayor Jackson, be received.**

#### **Recommendation**

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

1.        That the following individuals be nominated for the Ontario Heritage Trust's 2008 Heritage Community Recognition award:
  1.    Mr. Robert Stitt for his contribution to the preservation of Vaughan's built heritage, as a long-time member of Heritage Vaughan Committee and also for his work with the Society for the Preservation of Historic Thornhill.
  2.    Ms. Nancy Payne for her contribution to preserving Vaughan's cultural heritage as president and volunteer member of the Wallace House Committee.

#### **Economic Impact**

There is no economic impact associated with the nomination of individuals to receive the Ontario Heritage Trust's Ontario Heritage Community Recognition award.

#### **Communications Plan**

Council's approval of the subject nominations will be forwarded to the Ontario Heritage Trust for review. Recipients will be notified of their award and a certificate will be presented to them at a future Council meeting and information regarding the award will be posted on the City's website.

#### **Purpose**

The purpose of this report is to present to Council for review, nomination for the 2008 Heritage Community Recognition Program recommended by Heritage Vaughan Committee, a statutory advisory committee to Council on heritage matters. Under the award program, Council must approve award nominations prior to their submission to the Ontario Heritage Trust for consideration.

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

At the May 21, 2008 Heritage Vaughan meeting, the Committee reviewed the 2008 Heritage Community Recognition Program sponsored by the Ontario Heritage Trust.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 7, CW Report No. 36 – Page 2**

Eligible categories included built, cultural, natural heritage, and lifetime achievement awards. Municipalities may only nominate one person in each category. Individuals only can be nominated for the award, however, persons that are part of a larger organization/group that have made contributions as a member of their organization, may also be nominated.

Heritage Vaughan Committee recommended at its May meeting that the following individuals be nominated for the 2008 Heritage Community Recognition Program for their contributions in the categories of built and cultural heritage:

1. Mr. Robert Stitt for his contribution to the preservation of Vaughan's built heritage, as a long-time member of Heritage Vaughan Committee and also for his work with the Society for the Preservation of Historic Thornhill. Mr. Stitt is an active member of Heritage Vaughan and has advocated for heritage preservation in particular within the Thornhill Heritage Conservation District.
2. Ms. Nancy Payne for her contribution to preserving Vaughan's cultural heritage as president and volunteer member of the Wallace House Committee. Ms. Payne has led a number of volunteers in the development of a number of programs at the Wallace House, a City-owned heritage buildings at 137 Woodbridge Avenue, that have contributed to promoting cultural heritage in the Woodbridge community. These programs include a Victorian Christmas day, interpretive displays, and community art exhibitions.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide:

- **STRATEGIC GOAL:**  
Service Excellence - Providing service excellence to citizens.
- **STRATEGIC OBJECTIVES:**  
Preserve our heritage and support diversity, arts and culture.

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 Regional implications associated with this report.

#### **Conclusion**

The 2008 Heritage Community Recognition Program provides an opportunity to recognize through the Ontario Heritage Trust, individuals in the Vaughan community that have made a contribution to built and cultural heritage. Nominees, if approved by the Ontario Heritage Trust, will be presented with an award certificate at a Council meeting in the fall 2008.

#### **Attachments**

None.

#### **Report Prepared By**

Angela Palermo, Cultural Services Manager, ext 8139.  
Mary Real, Director of Recreation and Culture, ext. 8234.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 8, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### **8 CANADIAN ARTS & HERITAGE SUSTAINABILITY GRANT PROGRAM'S APPROVAL OF THE CITY OF VAUGHAN'S CULTURAL MAPPING AND CULTURAL PLAN PROJECT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services and the Director of Recreation and Culture, dated June 16, 2008:

##### **Recommendation**

The Commissioner of Community Services and the Director of Recreation and Culture in consultation with the Chair of the Arts Advisory Committee recommends:

1. That the information contained in this report on the Canadian Arts & Heritage Sustainability grant program, be received.

##### **Economic Impact**

The cost to undertake a Cultural Mapping and Cultural Plan project for the City of Vaughan will be partially funded through the Canadian Arts and Heritage Sustainability Program grant (\$41,400) and the balance through Capital funding project RE-9501-07 approved by Council in 2007 to a total cost of \$90,000.

##### **Communications Plan**

The cultural mapping and cultural plan project will have a comprehensive community consultation and engagement strategy to determine the community's needs, requirements and desires related to heritage, arts and cultural development.

##### **Purpose**

The purpose of this report is to provide information to Council relating to the Department of Canadian Heritage's approval of the City of Vaughan's application for funding under the Canadian Arts and Heritage Sustainability grant program to undertake a cultural mapping and cultural plan for the City.

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

The City of Vaughan applied for a federal Canadian Arts and Heritage Sustainability (CAHSP) grant in November 2007 to partially fund a cultural mapping and cultural plan for the City. In April 2008, the Department of Canadian Heritage advised the City of Vaughan that its grant application for funding under the grant program was approved. The grant funding approved was for \$41,400 towards the funding of the City of Vaughan's cultural mapping project. The mapping project is part of the larger cultural plan study which is identified as a strategic initiative under the Vaughan Vision 2020 plan and a recommended priority action in the *Active Together Master Plan*. Council approved a total of \$90,000 towards the cultural plan project in the 2007 Capital Budget (Project RE-9501-07) with \$41,400 of that total amount being funded from the CAHSP grant. The Arts Advisory Committee played a lead role in identifying the need to undertake this project and to move forward in applying for the grant. The City will hire a consultant to assist staff in completing this project.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

#### Item 8, CW Report No. 36 – Page 2

The cultural plan will recommend an overall vision and set of strategies to guide cultural development and management in our community. The plan will identify opportunities for Vaughan to use cultural resources to advance economic and broader community agendas for example, quality of life, youth development, stronger arts and cultural sector, etc. A strong focus of the cultural plan will be on building the capacity of arts, heritage and cultural facilities and organizations in Vaughan to strengthen their operations and ensure sustainability through improved management and governance practices and through building more effective partnerships and collaboration among organizations. Through the cultural map and cultural plan, the project will put in place mechanisms and strategies to build partnerships within the municipality and important community and business partners.

As noted above, a strong focus of the cultural map and cultural plan will be on better reflecting and serving a wide range of culturally diverse groups in our community. It is anticipated the project will draw on leading thinking and best practices in other communities – in Ontario and beyond – that face similar challenges and opportunities

One way in which the needs of diverse communities will be addressed is through the inclusion in the project of community identity mapping. Consistent with leading thinking in Ontario and nationally, the cultural mapping process in the City of Vaughan will include two interdependent forms of mapping.

1. Mapping (Physical) Resources – identifying and documenting information on all physical or tangible cultural resources (such as those listed above) and capturing this information using Geographical Information System (GIS).
2. Mapping Community Stories and Identity – engaging the community in exploring the unique identity and sense of place of Vaughan; the defining community stories, images, unique characteristics, etc. that make it a place like no other.

The cultural map and cultural plan for the City of Vaughan will establish an overall vision and set of strategies to guide cultural development in our community.

Among the objectives to be addressed by the project are the following:

1. To strengthen the base of information related to cultural resources through a comprehensive mapping of heritage and cultural resources in the community.
2. To identify overall community needs and directions (e.g., social, economic, demographic and other trends) that arts, heritage and culture can support and advance.
3. To complete a comprehensive community consultation and engagement strategy to determine the community's needs, requirements and desires related to arts, heritage and cultural development.
4. To recommend strategies to strengthen and sustain heritage and cultural organizations, facilities, services and activities.

Specific attention will be placed on the following issues:

1. To establish strategies and actions to strengthen the engagement and participation of culturally diverse communities in cultural programs and services.
2. To develop strategies and partnerships for key cultural facilities (both public and private) to strengthen the promotion and use of these facilities.
3. To strengthen collective engagement and collaboration within the cultural sector in order to increase its capacity to support cultural development.
4. To define strategies to connect the cultural sector to key business and community groups and initiatives in support of mutual objectives including the delivery of cultural services.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide:

- **STRATEGIC GOAL:**  
Service Excellence - Providing service excellence to citizens.
- **STRATEGIC OBJECTIVES:**  
Preserve our heritage and support diversity, arts and culture.

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

#### **Regional Implications**

There are no Regional implications associated with this report.

#### **Conclusion**

The cultural map and cultural plan for the City of Vaughan will establish an overall vision and set of strategies to guide cultural management and development in our community. Objectives for the project will be to strengthen the base of information related to cultural resources through a comprehensive mapping of arts, heritage and cultural resources in the community, identify overall community needs and directions that arts, heritage and culture can support and advance and recommend strategies to strengthen and sustain arts, heritage and cultural organizations, facilities, services and activities. Additionally, it will aim to establish strategies and actions to strengthen the engagement and participation of culturally diverse communities in cultural programs and services, develop strategies and partnerships for key cultural facilities (both public and private) to strengthen the promotion and use of these facilities, strengthen collective engagement and collaboration within the cultural sector in order to increase its capacity to support cultural development. Finally, it will aim to connect the cultural sector to key business and community groups and initiatives in support of mutual objectives including the delivery of cultural services.

#### **Attachments**

None.

#### **Report Prepared By**

Angela Palermo, Cultural Services Manager, ext. 8139.  
Mary Reali, Director of Recreation and Culture, ext. 8234.



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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 9, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**9**

#### **DEPUTATION - MS ISABELLA FERRARA (S.A.V.I.) WITH RESPECT TO SERVICES AND PROGRAMS PROVIDED**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 16, 2008:**

##### **Recommendation**

The Commissioner of Community Services, in consultation with the Director of Parks Operations and Forestry and the Director of Recreation and Culture and the City Clerk, recommends:

1. That staff continue to work with the Seniors Association of Vaughan Initiative (S.A.V.I.) to secure a tent for the 2008 events; and,
2. That staff explore permanent options for providing a tent, and that the associated costs be included in the 2009 budget process; and,
3. That the month of September is proclaimed as "Grandparent's Month" with "Grandparent's Day" being recognized on the second Sunday of September.

##### **Economic Impact**

The 2008 costs associated with the provision of a tent in 2008 will be approximately \$1,000 and can be covered in the 2008 operating budget. The costs associated with the provision of permanent options for the future will be included in the 2009 budget process.

##### **Communications Plan**

Staff have communicated with Ms. Isabella Ferrara, President, S.A.V.I. regarding the details of her request including the level of support for the initiatives outlined and the requirements for the tent. Further, staff have communicated with the City Clerk regarding S.A.V.I.'s request to proclaim the month of September as Grandparent's Month and Grandparent's Day on the second Sunday of September.

##### **Purpose**

The purpose of this report is to respond to Council's direction to provide a report on the issues raised in the deputation made to Council's Committee of the Whole on March 31, 2008 by Ms. Isabella Ferrara, President, S.A.V.I.

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

At the March 31, 2008, Committee of the Whole meeting, following the deputation made by Ms. Isabella Ferrara, President, S.A.V.I., staff were asked to provide a report responding to the items presented by Ms. Ferrara.

S.A.V.I. is an umbrella organization representing more than 3,000 senior club members in the City of Vaughan. They recently located their head office to the newly acquired City of Vaughan Bocce and Recreation Centre located at 2501 Rutherford Road, Building B, Unit 15, Vaughan.

S.A.V.I. recognizes and acknowledges the support provided by Members of Council and staff for their events and undertakings, and on a go forward basis are looking for the following:

.../2

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 9, CW Report No. 36 – Page 2**

Item 1: The possibility of providing more senior residences to accommodate the increased demand.

In consultation with the Director of Housing Services for the Region of York, "under the terms of the Social Housing Reform Act, 2000, the Region of York is the Service Manager responsible for Social Housing including the administration of existing social housing, and the delivery of new affordable housing under agreements with the Provincial and Federal governments. Staff will provide the contact information to Ms. Ferrara.

Item 2: That the City purchase a tent for use by the seniors clubs.

As in past years, staff will continue to work with S.A.V.I. and other seniors clubs to secure a tent for the 2008 events. With respect to 2009 and beyond, staff will explore permanent options for providing a tent and include the necessary funds in the 2009 budget process.

Item 3: That the month of September is proclaimed as "Grandparent's Month" with "Grandparent's Day" being recognized on the second Sunday of September.

The City Clerk advises that paragraph (iii) of Policy No. 03.23 provides that "if the event, campaign or declaration is directly related to matters over which the City has jurisdiction or the City directly sponsors the event, campaign or other matter", the City of Vaughan may issue a proclamation.

S.A.V.I. is interested in developing the leadership potential of the youth of the City of Vaughan and as such, have partnered with the Vaughan Youth Cabinet on initiatives including Grandparents' Day celebrations. Events such as these further strengthen the relationship between the generations and it is therefore a goal of S.A.V.I. to have the month of September proclaimed as Grandparents' Month with the second Sunday of September recognized as Grandparents' Day. Staff advise that there is sufficient connection between S.A.V.I.'s activities and the City's programs dealing with both youth and seniors to recommend Council proclaim September as Grandparent's Month and to recognize the second Sunday in September as Grandparent's Day.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide,

- **STRATEGIC GOAL:**  
Service Excellence – Providing service excellence to citizens
- **STRATEGIC GOAL**  
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness – To deliver high quality services and promote health and wellness through design and program.

This report is consistent with the priorities previously set by Council and the necessary resources for 2008 will be within the Operating Budget and for 2009 will be part of the budget process.

#### **Regional Implications**

There are no Regional implications.

#### **Conclusion**

The City of Vaughan appreciates the work undertaken by S.A.V.I. in that it supports the role of the Recreation and Culture Department in delivering leisure opportunities to the senior residents of

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 9, CW Report No. 36 – Page 3

the City to lead balanced lives, achieve their full potential, and gain life satisfaction. We look forward to continuing to work with S.A.V.I. on their future endeavours.

**Attachments**

None

**Report Prepared By**

Monika Piil Smith, Area Recreation Manager, East - x8806

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 10, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By receiving the memorandum from the Commissioner of Community Services, dated June 18, 2008.***

**10            CONFIRMATION OF THE OFF LEASH WORKING COMMITTEE MEMBERS**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of the Commissioner of Community Services, dated June 16, 2008, be approved; and**
- 2)        That the memorandum of the Commissioner of Community Services, dated June 16, 2008, be received.**

**Recommendation**

The Commissioner of Community Services, in consultation with the Commissioner of Legal and Administrative Services, and the Director of Parks Development recommends:

- 1)        That Council confirm the following representatives of the Off Leash Working Committee:**
  - Councillor Tony Carella – Chair
  - Councillor Bernie DiVona
  - Councillor Peter Meffe
  - Susan Tam
  - Greg Preston
  - Nancy Van Kessel
  - John McCormack
  - Mario Cugliari
  - Sylvie Morin
  - Nancy Cabecas
  - Fram Blumfald
- 2)        That recruitment for further appointments to the Off Leash Working Committee be undertaken by the Committee through referrals.**

**Economic Impact**

Not Applicable.

**Communications Plan**

Not Applicable.

**Purpose**

The purpose of this report is to have Council confirm the representatives of the Off Leash Working Committee.

**Background - Analysis and Options**

Council, at its January 29, 2007 meeting (Report No. 1, Item 10) approved:

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 10, CW Report No. 36 – Page 2**

- That staff establish an Off Leash Area Working Committee that will provide assistance in the development of an off leash area; and,
- That the Off Leash Area Working Committee be comprised of City of Vaughan residents as outlined below.

Based on the Council approval of January 29, 2007, the composition of the Committee was established as follows:

- City of Vaughan Council representatives (2)
- Members representing established dog owners groups (3)
- Community Representatives (5 total – 1 from each Ward). Individuals having expertise or background in the area of off leash area design/development, dog training/handling, animal health, or marketing/fundraising
- City of Vaughan staff (2) – One Parks / One By-Law

Subsequently, Council, at its May 12, 2008 meeting (Report No. 24, Item 14) approved:

- That Councillor Meffe be appointed as a member of the Off Leash Working Committee.

The proposed Off Leash Working Committee members are indicated in Attachment 'A'.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the project will provide:

- STRATEGIC GOAL:  
Service Excellence - Providing service excellence to citizens.
- STRATEGIC OBJECTIVES:  
Pursue Excellence in Service Delivery; and Enhance and Ensure 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**

That Council confirm the representatives of the Off Leash Working Committee.

#### **Attachments**

Attachment 'A' Off Leash Working Committee Member List

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

Paul Gardner, Director of Parks Development, Ext. 3209

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

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 11, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### 11 **GUIDELINES GOVERNING THE USE OF CITY-OWNED HERITAGE BUILDINGS ONE YEAR STATUS REPORT**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Community Services, dated June 16, 2008:

##### **Recommendation**

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

1. That the status report with regard to the *Guidelines Governing the Use of City-owned Heritage Buildings* be received and that the program, be continued.

##### **Economic Impact**

There are no costs relating to this status report to Council.

##### **Communications Plan**

Staff will continue to advertise the program to the public through the Recreation Guide, brochures and the City's website.

##### **Purpose**

The purpose of this report is to respond to Council's request in June 2007 to provide a report back to Council one year after the implementation of the *Guidelines Governing the Use of City-owned Heritage Buildings*.

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

At the June 25, 2007 Council meeting, the *Guidelines Governing the Use of City-Owned Heritage Buildings* were approved with a further direction to staff to report back within a year's time on the implementation of these Guidelines. The Guidelines reflect the overall service philosophy and procedures related to the public use of City-owned heritage structures.

The City of Vaughan has ownership of fourteen (14) heritage buildings that have been restored and are managed and maintained by the City as part of its inventory of City-owned public facilities. The preservation of these buildings and the protection of their heritage character is the primary objective of the City in its stewardship of these properties. These heritage buildings are significant to the history of the community and are themselves considered important cultural landmarks. The usage of these buildings by the community is integral in creating vibrant and purposeful focal points within Vaughan.

The approved Guidelines identified a number of key goals related to the implementation of the Guidelines as follows:

1. To establish guidelines and procedures for the community-use of City-owned heritage buildings for their short-term and long-term utilization.
2. To increase the use of City-owned heritage buildings by establishing programs, services and fees that provide affordable access to heritage buildings.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

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3. To ensure equitable practices in the overall use of City-owned heritage buildings by providing standard procedures relating to the permit or lease of the buildings.
4. To ensure City By-laws and health and safety requirements are followed in the public use of City-owned heritage buildings.

With the approval of the *Guidelines*, the following requirements/changes were implemented:

1. Required that standard guidelines and procedures for the community-use of City-owned heritage buildings for their short-term and long-term utilization are adhered by all users;
2. Established a 50% reduced rental rates for the use of heritage buildings to encourage an increase in use of these buildings and provide affordable access to these buildings;
3. Required that the heritage character of these buildings is maintained and that changes or additions to these buildings to accommodate users are sympathetic or appropriate for the building;
4. Required that equitable practices in the overall use of City-owned heritage buildings are adhered to by providing standard procedures relating to the permit or lease of the buildings;
5. Established programs at a number of heritage buildings to increase their public utilization.
6. Ensured that City By-laws and health and safety requirements are followed in the public use of City-owned heritage buildings.

#### Utilization of City-Owned Heritage Buildings

The *Guidelines* require all users to obtain a permit for their use whether for one evening per week or for permanent office space within these buildings. For extended uses such as the long-term use of an entire building or part of a building, the City may enter into a formal rental agreement for the use of a heritage building. Lease arrangements must be reviewed and approved by Council. Again, this requirement will ensure equitable practices are enforced in the overall use of heritage buildings.

Since June 2007, a number of new permits, lease arrangements and uses have been established in heritage buildings that have incorporated the goals and requirements of the *Guidelines*. These new permits/leases and programs have resulted in an overall 23% increase in utilization of these buildings in the last year. They are as follows:

##### *1. Arts in Heritage Buildings Program*

Council approved in June 2007 the Arts in Heritage Buildings program that facilitated the use of heritage buildings for a one or two week period for arts and cultural uses at a cost of \$150 per week. After some work (lighting and hanging rail system) to the MacDonald House, 121 Centre Street, the program was launched in January 2008. To date, (since launching the program) approximately 13 permits have been issued to arts and cultural related groups, businesses and individuals for their use under this program and a revenue increase of \$2000. The MacDonald House and Vellore Hall have been the most popular sites by users. A report with regard to the program will be brought to Council in September 2008 as per Council's direction.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### Item 11, CW Report No. 36 – Page 3

*2. Wallace House, 137 Woodbridge Avenue*

In November 2007, Council approved the governing guidelines for the Wallace House Committee and its use (through a yearly permit) of the Wallace House, Woodbridge. The Wallace House program is a volunteer-based initiative that provides historical, cultural and community programs within this City-owned heritage building.

*3. Kline House, 8 Nashville Road*

In November 2007, Council approved the use of the Kline House by the Kleinburg Old Boys (through a yearly permit) and the facility permit management arrangement at the building.

*4. Armstrong House, 42 Old Yonge Street*

In November 2007, a 3-year lease for the use of the top floor of the Armstrong House was executed with the Society for the Preservation of Old Thornhill (SPOHT) to house and use as their archives (approved by Council in June 2007). The Society moved their archives in November 2007.

*5. Charlton House, 220 Charlton Avenue*

In March 2008, a 3-year lease was approved by Council for the Charlton House and its use by Hospice Thornhill.

*6. Recreation Programs at Heritage Buildings*

In September 2008, a number of arts related workshops will be offered at the MacDonald House, the Armstrong House and Vellore Hall that will use the unique building setting of these sites to augment the instructional programming experience for participants.

#### *Affordable Access to Heritage Buildings*

As it relates to affordable access, in June 2007, Council approved a 50% reduction in fees for the use of heritage buildings for youth, Community Service Organizations (as defined by the Recreation and Culture CSO criteria) and schools (\$22 per hour use). In addition and as mentioned above, a new weekly rental rate category was introduced for these groups that charges \$150 for a one week use. The reduction of fees for these groups and the introduction of new fee categories were intended to increase the use of these buildings by the community and provide affordable access to these buildings.

#### *Health and Safety & Sympathetic Changes to Buildings*

City staff ensures that health and safety requirements, City policies and City by-laws are adhered to with all uses and users at the facilities. Additionally, staff ensures that any changes requested or required to buildings on the interior or exterior are sympathetic to the heritage character of the building. This is an on-going practice in the management of our facilities and programs and the necessary requirements are incorporated in the management of permits, leases and programs at these sites.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide:

- **STRATEGIC GOAL:**  
Service Excellence - Providing service excellence to citizens.
- **STRATEGIC OBJECTIVES:**  
Preserve our heritage and support diversity, arts and culture.



**CITY OF VAUGHAN**

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

**Regional Implications**

There are no Regional implications associated with this report.

**Conclusion**

Since June 2007, the use of City-owned heritage buildings has expanded and a number of existing uses have been formalized resulting in a 23% increase in utilization of these buildings. The Guidelines have been useful in identifying procedures and requirements when dealing with the utilization of these buildings. On a go-forward basis, staff will continue to identify programs and services that will increase the utilization of City-owned heritage buildings and ensure the guidelines and procedures are implemented in the management of these facilities.

**Attachments**

None.

**Report Prepared By**

Angela Palermo, Manager of Cultural Services, ext. 8139  
Mary Reali, Director of Recreation and Culture, ext.8234

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 12, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**12**

#### **DOORS OPEN VAUGHAN 2009**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Community Services, dated June 16, 2008, be approved; and**
- 2) That an interest bearing tourism reserve account be created, to hold funds that may be identified in the future and received from any source, for use in promoting tourism generally in the City of Vaughan.**

#### **Recommendation**

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

1. That the Doors Open Vaughan 2009 pilot project, be approved.
2. That the recommended work plan for the program as outlined in this report be implemented commencing in 2008.
3. That \$65,500 be allocated to the 2009 Cultural Services Operating Budget to cover the implementation of the program.

#### **Economic Impact**

The projected costs related to hosting a Doors Open Vaughan event is approximately \$70,500. Should Council approve this initiative for implementation as a pilot-project, costs associated with this event to be incurred in 2008 will be covered in the Cultural Services Operating Budget. The balance, a total of \$65,500, is to be added to the 2009 Cultural Services Operating Budget in order to fully implement the program.

#### **Communications Plan**

Communication of any Council decision on this matter will be related to the various advisory committees identified in this report. Additionally, any Doors Open event hosted by the City will require Corporate Communications to develop a comprehensive promotional plan to communicate and advertise the event.

#### **Purpose**

The purpose of this report is to determine the feasibility of hosting a Doors Open Vaughan event that not only celebrates Vaughan's heritage/history, but also generates tourism interest, celebrates Vaughan's ethno-cultural diversity and contemporary or notable architectural buildings, landmarks and interiors.

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

Council approved on November 26, 2007 a joint request from the Chairs of the Tourism Advisory Committee (VTAC), Arts Advisory Committee (AAC) and Community Equity & Diversity Committee (CEDC) that directs staff to conduct a feasibility study with respect to an annual Doors Open event in the City of Vaughan that examines the costs and benefits of such an event to improve the following:

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

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1. The perception of Vaughan as an area of tourist interest.
2. The awareness on the part of the general public of significant examples of contemporary architectural and interior design styles within the City of Vaughan.
3. The appreciation by local residents of the diversity of the community in which they live as evidence by the range of religious, ethno-cultural, and institutional facilities across Vaughan.
4. Determine the feasibility of pursuing non-heritage sites that may be of interest to the residents/tourists.

#### Ontario Heritage Trust Criteria for a Community's Doors Open Event/Site

Doors Open Ontario is a province-wide celebration sponsored by the Ontario Heritage Trust that highlights a community's history and culture. A community hosting an event coordinates open house tours to sites of historic, architectural, natural or of cultural significance. Access to all sites must be free of charge to participants. Doors Open events first originated in Europe in 1984 and began in North America in 2000 and in Toronto in 2002. Since its introduction in Ontario, the Ontario Heritage Trust estimates there have been over 2 million visits to participating Doors Open Ontario sites. In 2008, there are approximately 55 municipalities participating in the Doors Open Ontario program. The program is designed to create access, awareness and excitement to sites and provide residents and visitors with a unique opportunity to explore sometimes hidden and interesting places and spaces in Ontario.

The City of Vaughan hosted its first Doors Open event on September 6 and 7<sup>th</sup>, 2003. Fifteen sites were featured that included City-owned heritage buildings/landmarks, places of worship, commercial businesses and privately-owned heritage homes. Approximately 200 visitors per day were reported at each site mainly from the Vaughan community and from across southern Ontario.

The Ontario Heritage Trust identifies a number of benefits to hosting a Doors Open event as follows:

- Promotes community pride and cultural awareness.
- Draws visitors from other areas of Ontario, Canada and abroad.
- Builds a legacy by integrating heritage and culture into community planning and events.
- Generates economic and business opportunities at the community level through programming and tourism packages.
- Creates opportunities for sustainable tourism development and partnerships.
- Maximizes tourism opportunities.

Although, the focus for events are encouraged to be "heritage" in scope, staff from the Ontario Heritage Trust encourage communities to be creative in planning their event. Heritage Trust staff have confirmed that while heritage is the primary focus for a Doors Open event, municipalities are encouraged to broaden the scope of their event to include sites that represent culture, architecture, natural and built heritage in a wide-range of ways. For example, eligible Vaughan sites may include those that represent the community's multi-cultural population such as its places of worship, festivals or events. Also acceptable are modern architectural or innovative buildings of architectural distinction, theatres, galleries and natural, cultural landscapes such as parks and open spaces.

A review of 2008 Doors Open tours across Ontario shows a number of sites are indeed modern or non-heritage in nature. Some of these sites include:

- County of Oxford LEED Administrative Building (Civic Centre)
- Lawson Nature Reserve, Oxford County
- Oxford Honey Processing Facility

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- Thornton Water Treatment Facility (municipal water treatment plant)
- Toronto's BAPS Shri Swaminarayan Mandir (Hindu Temple at Finch and Highway 427)
- Toronto's Don Valley Brickworks
- Mississauga's Fo Guang Shan Buddhist Temple
- Meadowvale Theatre
- Meadowvale North Reservoir and Pumping Station
- SMC Pneumatics Canada Ltd in Mississauga (manufacturer of pneumatic components)
- Aurora's Farmers Market

#### Tourism Capacity

Hosting a Doors Open event has the potential of bringing in hundreds of visitors to a community if an event is interesting and unique enough to feature sites that will draw people from across Ontario. Doors Open events have become popular over the years and have a large following across Ontario. Moreover, an event in Vaughan provides an opportunity to bring together Vaughan's multi-cultural community and create an awareness of landmarks, buildings and natural landscapes both contemporary and historical in character within the City to Vaughan and neighbouring communities.

In order to maximize tourism capacity, an innovative and interesting event must be organized. It is recommended that community partners be invited to take part in this event (i.e. business community, community service organizations, cultural organizations, historical societies/groups, performing and visual artists, etc) to deliver a uniquely-Vaughan event that will draw on a maximum number of visitors to the event.

Additionally, it will be essential to provide visitors with a meaningful and well-organized experience while taking part in a Doors Open Vaughan event. This will involve providing interpretive tours, cultural experiences, displays and information at each site. The event organizing committee and staff must make certain each site is manned with appropriate volunteers that will not only ensure public safety, but also deliver historical, architectural and cultural information to visitors. This will require volunteer cooperation from each participating group/site in sharing and endorsing a common vision for the event. Interpretive training and tourism/marketing expertise will be required to ensure a quality event is developed and implemented.

#### Program Implementation & Work Plan

##### *1. Form Organizing Committee*

A requirement to host a Doors Open event in Vaughan in 2009, is forming an organizing committee. Should Council approve undertaking this initiative, this should be done as soon as possible. The Committee should consist of a range of community partners, including members from the Tourism Advisory Committee (VTAC), Arts Advisory Committee (AAC) and Community Equity & Diversity Committee (CEDC), Heritage Vaughan Committee, Society, the business community (e.g. Chamber of Commerce, Kleinburg BIA), and representatives from the various cultural organizations in the community. This committee will form the vision, objectives and goals for the event and ensure all are achieved in a timely manner. Committee members will be integral in contacting community organizations to "open" their buildings and sites to the public and also serve as volunteers for the event.

##### *2. Teaming-Up of Staff Resources*

It is recommended that staff resources and expertise from the various City departments such as Recreation & Culture, Parks, Economic Development (Tourism), and Corporate Communications be teamed up to provide assistance to the project on an ongoing or on a "as needed" basis.

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Additionally, it is recommended that a part-time staff resource with cultural tourism experience (9-month contract) be hired to coordinate the project. This lead person will be responsible for generating interest and participation in the event with community groups and the Vaughan business community. Also, this person will ensure each site has informative interpretive tours and/or displays, organized and well-planned events or demonstrations, an adequate number of scheduled volunteers and a safe environment/area to visit.

#### *3. Register and Confirm Sites with Doors Open Ontario by January 2009*

Communities must have the ability to open a minimum of 12 sites and events must take place between April and October. At least 10 sites must be confirmed by January 2009 and an event date must be confirmed by this time as well. Registration and a registration fee will be required by December 2008.

#### *4. Soliciting Volunteers*

Volunteers will be a key factor in ensuring an event is successful. Volunteers will provide interpretive tours/information; manage visitors at each site and help carry out all aspects of the event.

#### *5. Brochure Tour Guide and Marketing Initiatives*

Staff will develop main brochure tour guide that will be distributed to each household in Vaughan. Additionally, this same information will be posted on the Doors Open Ontario website and distributed in the Doors Open Ontario booklet produced and distributed (an estimate 500,000 copies) by the Ontario Heritage Trust. Local promotional initiatives will also be developed in an effort to create awareness of the event in the community.

#### *6. Budget/Costs*

The following budget represents total costs to produce a Door Open event. It should be noted that costs may be off-set through securing sponsorship and partnership opportunities:

<u>Graphic Design work for main brochure/tour guide with in-house photography and in house text write-ups</u>	<u>\$4,000</u>
<u>Brochure production/printing @ 100 thousand</u>	<u>\$15,000</u>
<u>Ad mail distribution to all Vaughan households/business</u>	<u>\$9,000</u>
<u>Marketing&amp; Advertising</u>	<u>\$4,000</u>
<u>Registration fee to Doors Open Ontario</u>	<u>\$1,500</u>
<u>Banners/signage/handout for each site &amp; mobile signs</u>	<u>\$5,000</u>
<u>Mileage</u>	<u>\$1,000</u>
<u>Opening Ceremonies</u>	<u>\$1,000</u>
<u>Staff (part-time contract)</u>	<u>\$30,000</u>
<u>TOTAL</u>	<u>\$70,500</u>

Should this initiative be approved by Council for implementation as a pilot-project, the projected costs related to hosting a Doors Open Vaughan event is approximately \$70,500. Costs associated with this event to be incurred in 2008 will be covered by the Cultural Services Operating Budget. The balance, a total of \$65,500, is to be allocated to the 2009 Cultural Services Operating Budget in order to fully implement the program.

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##### ***7. Overall Benefits***

Potential benefits in hosting an event are mostly associated with a community development point of view and the primary benefits are as follows:

1. An increased number of visitors to the community by providing a unique cultural experience (i.e. historical, architectural, natural/outdoor, artistic, and culturally diverse).
2. An increased awareness and celebration of Vaughan's cultural, multi-cultural and business assets within the community for the benefit of visitors and for the residents of Vaughan.
3. An opportunity for cultural groups to collaborate, network and cultivate relationships and perhaps develop future partnerships.
4. An opportunity to advance Vaughan's cultural assets/sectors by providing an opportunity to showcase them at a local and provincial level.
5. An opportunity to develop a sense of place within the community by showcasing and identifying community cultural assets and opportunities.

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

In consideration of the strategic priorities related to Vaughan Vision 2020, the report will provide:

- **STRATEGIC GOAL:**  
Service Excellence - Providing service excellence to citizens.
- **STRATEGIC OBJECTIVES:**  
Preserve our heritage and support diversity, arts 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**

A Doors Open Vaughan event is an opportunity for the City to bring together Vaughan's multi-cultural community and create an awareness of landmarks, buildings and natural landscapes both contemporary and historical in character within Vaughan to residents and neighboring communities. It has the capacity to increase the number of visitors to the community by providing a unique cultural experience. It provides an opportunity for cultural groups to collaborate, network and cultivate relationships. It also has the potential to develop future partnerships and a chance to advance Vaughan's cultural assets/sectors by showcasing them at a local and provincial level. Lastly, an event can help develop a sense of place within the community by showcasing and identifying community cultural assets and opportunities.

##### **Attachments**

None

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**Report Prepared By**

Angela Palermo, Cultural Services Manager, ext. 8139  
Mary Realì, Director of Recreation and Culture, ext 8234

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 13, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By receiving the memorandum from the Commissioner of Engineering and Public Works, dated June 20, 2008.***

#### **13                      AWARD OF TENDER – T08-057 WINTER ROAD MAINTENANCE**

**The Committee of the Whole recommends:**

- 1)        That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008 be approved; and**
- 2)        That staff review and provide a report on the cost of supplying GPS tracking units for this program.**

#### **Recommendation**

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

1. Part I of T08-057 be awarded to Armking Contracting Limited for a three year period (with two optional two-year extension periods for a potential contract period of 7 years);
2. Part II of T08-057 be awarded to Gazzola Paving Limited for a three year period (with two optional two-year extension periods for a potential contract period of 7 years); and,
3. The Mayor and Clerk be authorized to sign the necessary documents.

#### **Economic Impact**

The contract is for three years, with two optional extension periods. Based on the lowest bid prices submitted, the estimated contract value for Part I of T08-057 is \$7,726,003.83 for the three year period, including GST. This equates to approximately \$2,452,699.63 per winter season, excluding GST.

The estimated contract value for Part II of T08-057 is \$9,379,112.40 for the three year period, including GST. This equates to approximately \$2,977,496 per winter season, excluding GST.

The contract requires that the bid prices remain firm for the initial 3 year period. The optional extension periods are subject to a price escalation clause based on the annual rate of change as per the Consumer Price Index (CPI), for all items, with a 5% ceiling in any given year.

Based on a 6 year "average winter", the lowest bid prices result in an additional cost per year of approximately \$1.069 million dollars. However, it is important to note that the actual contract value is totally dependant upon the severity of the winter and the total hours worked during a winter season. Therefore, the annual costs may be more or less than indicated above.

Sufficient funds to cover the increased cost of the City's annual winter road maintenance programs will be budgeted for in future Operating Budget submissions.

#### **Communications Plan**

Tender T08-057 was advertised on Thursday, May 1, 2008, in the Vaughan Citizen (City page), on OPBA and on the Electronic Tendering Network (ETN), and closed on Friday May 23, 2008.



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The City's levels of service with respect to winter maintenance operations are posted on the City's web site. These service levels were reviewed by the City's Legal Department, as well as the City's insurers, and approved by Council on December 18, 2001. In addition, during storm events, updates are posted on the web site for the public to view.

#### **Purpose**

To award Parts I and II of Tender T08-057 for Winter Road Maintenance services.

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

In 2000, an RFP was put out for winter road maintenance services. A separate tender was called for City-wide windrow clearing services. As a result of those contract awards, the City's winter road maintenance operations were provided by three Contractors; one in the east, one in the west, and another who provided city-wide driveway windrow clearing services.

Both RFP 00-15 (ploughing and salting), and tender T05-150 (windrow clearing), expired at the end of this past winter season. A new tender, Tender T08-057 for Winter Road Maintenance, was issued with the intention of obtaining one, or at most two, contractors to perform complete winter road maintenance services, including windrow clearing. The tender is for a three year period, with two optional extension periods of two years each. This brings the potential contract length to 7 years.

The successful road winter maintenance contractors are responsible for clearing approximately: 1,805 lane kilometers of both assumed and un-assumed road, including paved, surface treated and gravel surfaces; 600 cul-de-sacs; 4 km of rear laneways; and 70,000 residential driveway entrances. Plough route boundaries dictate the quantity of equipment required to clear City's streets in accordance with the approved service levels.

Hourly operation statistics from the past 6 years were provided to the contractors for information purposes. These values gave the contractors a benchmark for the calculation of their hourly prices for equipment and standby rates. The average number of hours for salting a winter event is 7, and the average number of winter salting events is 43 per winter season. The average number of ploughing hours per event is 12, and the average number of ploughing events is 5 per winter season. As per the previous winter maintenance contracts, the City was divided into two parts for winter maintenance purposes, with the area east of Weston Road forming Part I of the contract, and the area west of Weston Road forming Part II of the contract. The bidders were required to provide prices for both standby and operating, for either Part I or Part II, or both.

New for this tender was the requirement for the contractors to provide an anti-icing unit. Based on the success of the pilot project undertaken by Public Works staff this past winter, this program will be expanded further across the City. Not only does an anti-icing program improve overall road conditions where applied, it also helps reduce the overall amount of road salts required per lane km.

The tender was picked up by 12 companies, and the following 5 companies submitted bids as follows:

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COMPANY	PART I (East of Weston Road)	PART II (West of Weston Road)
Gazzola Paving Limited	No Bid	<b>\$9,379,112.40</b>
Armking Contracting Limited	<b>\$7,726,003.83</b>	No Bid
Fowler Construction Company Limited	\$9,596,633.51	No Bid
Fermar Paving Limited	\$9,761,638.95	\$10,396,653.75
D. Crupi & Sons Limited	No Bid	\$9,923,397.75

Purchasing staff have reviewed the bid submissions for mathematical errors.

Both companies, Gazzola and Armking, have successfully provided winter road maintenance services to the City in the past, and both companies are known to staff. Gazzola Paving Limited is using D. Crupi & Sons for the provision of windrow clearing services in the west part of the City, and Armking Contracting Limited is using Windrow Enterprises Inc. for the provision of windrow clearing services in the east portion of the City. Both of these companies have also worked for the City in the past, providing this service.

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

The award of T08-057 will ensure that the following Strategic Objectives are achieved:

“Pursue Excellence in Service Delivery”

“Enhance and Ensure Community Safety, Health & Safety”

“Maintain Assets & Infrastructure Integrity”

#### **Regional Implications**

For quite a number of years, the City has provided winter road maintenance services to portions of road under the jurisdiction of the Region of York. The award of this tender will not impact this arrangement.

#### **Conclusion**

T08-057 was developed to improve winter maintenance operations, and bring about more efficient management of the City's winter road maintenance services. By making the contractor responsible for all operations in each area, it is expected that the co-ordination of residential driveway windrow clearing and road ploughing operations will improve. The reduced number of contractors providing winter road maintenance services will make it more efficient for staff to manage the contract, as well as address operational issues that may arise during a storm event.

Based on the bids submitted, it is recommended that Part I of T08-057 be awarded to Armking Contracting Limited, and Part II of T08-057 be awarded to Gazzola Paving Limited.

#### **Attachments**

N/A

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

Tina Di Biase, Technical Co-ordinator  
Brian T. Anthony, Director of Public Works

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 14, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

14

#### **NAPA VALLEY AVENUE HORIZONTAL TRAFFIC CALMING MEASURES**

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of September 2, 2008.

##### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the horizontal traffic calming measures as described in Alternative 1 of this report for Napa Valley Avenue be approved; and
2. That funds in the amount of \$37,200 for the implementation of the plan proposal be drawn from the consolidated accounts for Traffic Calming within the Capital Budget.

##### **Economic Impact**

The cost to install the traffic calming measures is estimated at \$37,200. Sufficient funds are available within the consolidated accounts for traffic calming. The cost to maintain the traffic calming measures would have an impact on future Engineering and Public Works Operating Budgets. The cost to maintain the planting material on the chokers and curb bump-outs would have an impact on the Parks and Forestry Operations Department's Operating Budget for 2009 and future years.

With the high price of crude oil, the cost of hot mix asphalt has increased from \$436 in March 2008 to \$676 in April 2008 according to the Ontario Hot Mix Producers Association. This increase of 55% far exceeds the rate of inflation. Staff's cost estimates reflect this increase.

##### **Communications Plan**

If approved, Staff will advise the Sonoma Heights Phase 2 Committee of the approved measures. Construction notices (Letter 'C') would be delivered at time of construction. This plan has been circulated to Vaughan Fire and Rescue and to York Region Transit, and they have no objections to the traffic calming measures proposed in this report.

##### **Purpose**

To report on possible alternatives for horizontal traffic calming measures for Napa Valley Avenue.

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

At its meeting on October 22, 2007, Council considered the installation of traffic calming measures in the Napa Valley Avenue area. Originally, vertical traffic calming measures consisting of 4 speed humps and 2 crosswalks were proposed. However, comments were received from Vaughan Fire and Rescue services and York Region Transit outlining access concerns for emergency and transit vehicles. Council therefore directed Staff to consider horizontal traffic calming measures instead of the proposed vertical measures. Specifically, Council directed as follows:

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“By approving that the following Traffic Calming Measures detailed in the memorandum from the Commissioner of Engineering and Public Works, dated October 17, 2007, be deferred pending staff’s suggestions on replacing them with horizontal traffic calming measures:

<u>No.</u>	<u>Traffic Calming Measures</u>	<u>Location</u>
24	Asphalt Speed Hump	Between #368 and #372 Napa Valley Avenue
25	Asphalt Speed Hump	Between #540 and #544 Napa Valley Avenue
26	Asphalt Speed Hump	Between #604 and #608 Napa Valley Avenue
27	Asphalt Speed Hump	Near #646 Napa Valley Avenue
33	Raised Crosswalk	Between #512 and #516 Napa Valley Avenue
34	Raised Crosswalk	Napa Valley Avenue at the ‘Greenway’ Crossing”

Napa Valley Avenue is a feeder roadway with a pavement width that ranges between 9.0 metres and 11.5 metres. The section of Napa Valley Avenue between south of Fonteselve Avenue to Sonoma Heights Park falls within the Sonoma Heights Phase Two Traffic Committee area. Refer to Attachment No. 1 for location and proposed traffic calming measures of the original plan.

#### Existing Conditions

There are five existing all-way stop controls at the following intersections on Napa Valley Avenue in the study area.

- Napa Valley Avenue and Fonteselve Avenue;
- Napa Valley Avenue and Casa Vista Drive;
- Napa Valley Avenue and Sunset Ridge;
- Napa Valley Avenue and Monte Carlo Drive (N); and
- Napa Valley Avenue and Amarone Drive.

The existing posted speed limit is 40 km/h on Napa Valley Avenue.

There are two schools, St. Stephen School and Lorna Jackson Public School as well as two parks, Sunset Ridge Park and Sonoma Heights Park within the study area.

There is an existing parking lay-by lane on the south side of Napa Valley Avenue from approximately the west boundary of Sunset Ridge Park to the east school access of Lorna Jackson Public School.

#### Horizontal Traffic Calming Measure Alternatives

The existing parking lay-by lane on the south side of Napa Valley Avenue from approximately the west boundary of Sunset Ridge Park to the east school access of Lorna Jackson Public School presents some difficulty to recommend traffic calming measures as traffic can use the lay-by lane to slip around and avoid any traffic calming measures.

Two horizontal traffic calming measure alternatives intended to slow down traffic prior to entering the school and park areas where the existing parking lay-by lane have been developed by staff. The two alternatives are described below:

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#### **Alternative #1**

Alternative #1 shows a combination of chokers and curb bumpouts installed at five locations on Napa Valley Avenue. Refer to Attachment No. 2 for location of the proposed horizontal traffic calming measures, listed as follows:

- Chokers at the 'Greenway' crossing, built with depressed curbs for pedestrian access.
- Chokers at #647-#649 Napa Valley Avenue (between Amarone Drive and Monte Carlo Avenue).
- A single bumpout on the north side of Napa Valley Avenue near #618.
- A single bumpout on the east side of Napa Valley Avenue between Fontesella Avenue and the first St. Stephen School access.
- Chokers at #368 Napa Valley Avenue (between Fontesella Avenue and Julia Valentina Drive).

#### **Alternative #2**

Alternative #2 shows a combination of chokers, curb bump outs, centre median and painted lane narrowing installed at five locations on Napa Valley Avenue. Refer to Attachment No. 3 for location of the proposed horizontal traffic calming measures, listed as follows:

- Bump outs at the 'Greenway' crossing. Built with depressed curbs for pedestrian access.
- Centre Median from #647-#651 Napa Valley Avenue (between Amarone Drive and Monte Carlo Avenue).
- Painted lane narrowings on both sides of Napa Valley Avenue between Monte Carlo Avenue and the east access of Lorna Jackson Public School.
- Bump outs on the east and west sides of Napa Valley Avenue between Fontesella Avenue and the first St. Stephen School access.
- Chokers at #368 Napa Valley Avenue (between Fontesella Avenue and Julia Valentina Drive).

The estimated cost for Alternative #1 is \$37,200. Staff recommends this alternative as the plan is simpler than Alternative #2 for drivers to recognize and provides definitive entry points for the two schools.

The estimated cost for Alternative #2 is \$40,800. Although effective for speed reduction, staff would recommend Alternative #1 over Alternative #2 as the bumpouts provide a better definition for the school zones over painted road narrowings.

#### **Fire & Rescue Services and York Region Transit Comments**

Both Vaughan Fire and Rescue Services and York Region Transit have no objections to the horizontal traffic calming measures proposed in this plan.

#### **Traffic Calming Funding Availability**

Within the Committee of the Whole Agenda of June 16, 2008, four proposals are being considered for approval in four separate staff reports. These are listed as follows, together with estimated costs:

Napa Valley Avenue	37,200
Summeridge Drive	146,400
Vaughan Mills Road	58,800
Autumn Hill Boulevard	184,200
Total Estimated Cost	\$426,600

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 14, CW Report No. 36 – Page 4**

The uncommitted balance, after consolidation of all of the existing traffic calming accounts in the capital budget is \$252,500 (accounts EN-1631-0-06, EN-1687-07, and EN-1725-08). Therefore there is insufficient funding to do all four projects. Staff are recommending that the first three projects listed above be constructed in 2008 and the Autumn Hill Boulevard project be considered in the 2009 budget year. The rationale for going ahead with the first three projects is as follows:

- all three can be constructed within the available traffic calming funding of \$252,500.
- requests for traffic calming on Napa Valley and Summeridge pre-date the Autumn Hill request.
- the Vaughan Mills Road traffic calming measures are urgently required to rectify serious safety concerns associated with high speed collisions.

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

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

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

#### **Regional Implications**

Traffic staff previously received comments from York Region Transit in relation to this proposed work. York Region Transit has no objections to horizontal traffic calming measures.

#### **Conclusion**

The Engineering Services Department recommends approval of the Napa Valley Avenue Traffic Calming proposal at an estimated cost of \$37,200, including associated traffic signs, pavement markings and planting material. Funding is available in the consolidated accounts for traffic calming to permit construction in 2008.

#### **Attachments**

1. Original Sonoma Heights Phase 2 Traffic Calming Plan
2. Horizontal Traffic Calming Measures – Alternative #1 (Recommended)
3. Horizontal Traffic Calming Measures – Alternative #2

#### **Report prepared by**

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

MR:mc

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 15, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

15

#### **SUMMERIDGE DRIVE NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN - REVISED**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:

##### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the Summeridge Drive Neighbourhood Traffic Committee plan proposal be approved in principle with the exception of the proposed choker measures and the traffic circle at Summeridge Drive and Treecrest Drive/Couture Drive;
2. That funds in the amount of \$146,400 for the implementation of the plan proposal be drawn from the consolidated accounts for Traffic Calming within the Capital Budget; and
3. The two existing all-way stop controls at the intersection of Summeridge Drive and Bathurst Glen Drive/Napa Hill Court and at Summeridge Drive and Loire Valley Avenue be removed, upon completion of the mini roundabouts.

##### **Economic Impact**

The cost to install the traffic calming measures is estimated at \$146,400. Sufficient funds are available within the consolidated accounts for traffic calming measures. The cost to maintain the traffic calming measures would have an impact on future Engineering and Public Works Operating Budgets. The cost to maintain the planting material on the mini-roundabouts and curb bump-outs would have an impact on the Parks and Forestry Operations Department's Operating Budget for 2009 and future years.

With the high price of crude oil, the cost of hot mix asphalt has increased from \$436 in March 2008 to \$676 in April 2008 according to the Ontario Hot Mix Producers Association. This increase of 55% far exceeds the rate of inflation. Staff's cost estimates reflect this increase.

##### **Communications Plan**

Staff will advise the members of the Traffic Calming Committee of Council's direction. Staff will follow with construction notices (Letter 'C') at time of construction. The Traffic Committee members are in agreement with this plan. This plan has been circulated to Vaughan Fire and Rescue and to York Region Transit, and they have no objections to the traffic calming measures proposed in this report.

##### **Purpose**

To report on the Summeridge Drive Neighbourhood Traffic Committee Plan proposal.

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

At its meeting on November 12, 2007, under Item 8, Report No. 50 Council directed:

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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- “1. That the Summeridge Drive Neighbourhood Traffic Committee Plan proposal be approved in principle with the exception of the vertical traffic calming measures;**
- 2. That subject to approval of the 2008 Capital Budget, funds to implement the plan be drawn from the Traffic Calming account, and;**
- 3. That Staff and the Traffic Committee reconvene discussions and revisit the proposed vertical traffic calming measures given the received comments from Vaughan Fire Rescue Services and York Region Transit.”**

The Summeridge Drive traffic committee area is comprised of the entire length of Summeridge Drive from Dufferin Street to Bathurst Street. Summeridge Drive is a Feeder Roadway with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing posted speed limit is 40 km/h on Summeridge Drive. There are four existing all-way stop controlled intersections on Summeridge Drive.

There are several existing traffic calming measures already in place on Summeridge Drive:

- Textured crosswalks at the following intersections:
  - Summeridge Drive and Pleasant Ridge Avenue
  - Summeridge Drive and Treecrest Drive/Couture Gardens
  - Summeridge Drive and Thornhill Woods Drive
  - Summeridge Drive and Bathurst Glen Drive
  - Summeridge Drive and Loire Valley Avenue

In addition, the intersection of Summeridge Drive and Treecrest Drive/Couture Gardens is a raised intersection.

#### Public Participation

The initial public meeting of the Summeridge Drive Neighbourhood Traffic Committee was held on Wednesday, November 1, 2006 and attended by 12 residents. Engineering Services Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

A Traffic Committee was successfully formed at the conclusion of the meeting, and followed the Council approved Traffic Calming Policy and Procedure to develop a traffic calming plan. Staff subsequently met with Committee members on Thursday, November 16, 2006, to provide direction for Committee members in developing a traffic calming plan.

The first 'final' public meeting was held on Thursday, June 12, 2007 and attended by 20 residents. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 17 residents were in favour of the plan.

At the November 12, 2007 Council meeting, the vertical traffic calming measures were not approved based on comments received from Vaughan Fire and Rescue Services and York Region Transit. Staff was requested to reconvene with the Committee to determine alternative measures.

The services of IBI Group were retained to determine a plan that would be effective given the vertical traffic calming measure restrictions. The Consultant, City staff and the Traffic Committee members met to discuss the revised plan. The Committee made some revisions to the plan suggested by IBI Group. The plan consisted of centre medians, mini roundabouts and chokers.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

#### Item 15, CW Report No. 36 – Page 3

The second 'final' public meeting was held on Wednesday, May 21, 2008 and attended by 21 residents. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the revised traffic calming proposals to the residents in attendance. Of those in attendance, 10 were in favour of the plan as-is and 8 were against. A second vote was taken with the choker measures removed. This second vote had 17 in favour and 1 against. Refer to Attachment No. 1 for the Plan presented to the community.

#### Traffic Calming Plan - General

There are four existing all-way stop controls at the following intersections on Summeridge Drive between Dufferin Street and Bathurst Street:

- Summeridge Drive and Pleasant Ridge Avenue;
- Summeridge Drive and Thornhill Woods Drive;
- Summeridge Drive and Bathurst Glen Drive;
- Summeridge Drive and Loire Valley Avenue.

Eleven raised centre medians are proposed on the plan at the following locations:

- Summeridge Drive between properties #58 and #62;
- Summeridge Drive between properties #104 and #110;
- Summeridge Drive between properties #170 and #174;
- Summeridge Drive between properties #216 and #220;
- Summeridge Drive between properties #262 and #268;
- Summeridge Drive between properties #327 and #331;
- Summeridge Drive between properties #367 and #373;
- Summeridge Drive between properties #418 and #422;
- Summeridge Drive between properties #480 and #486;
- Summeridge Drive between properties #556 and #560;
- Summeridge Drive between properties #600 and #604.

Raised centre medians are proposed at the following intersections at all four approaches:

- Summeridge Drive and Pleasant Ridge Avenue
- Summeridge Drive and Thornhill Woods Drive

Mini roundabouts are proposed at the following three intersections:

- Summeridge Drive and Treecrest Drive/Couture Gardens
- Summeridge Drive and Bathurst Glen Drive
- Summeridge Drive and Loire Valley Boulevard

The existing all-way stop controls at the Summeridge Drive intersections of Bathurst Glen Drive and Loire Valley Boulevard are required to be removed with the construction of the mini roundabouts. The stop signs will be replaced with 'Yield' signs.

There are Intersection curb bump outs proposed at the northwest, northeast, and southeast corners of Summeridge Drive and Gauguin Avenue.

#### Findings from Final Public Meeting

At the final public meeting, there were some concerns from residents regarding the choker measures. A vote was taken for the Plan as-is, and the result was 10 For and 8 Against. As the vote did not meet the two-thirds approval as specified in the Traffic Calming Policy and

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

#### Item 15, CW Report No. 36 – Page 4

Procedure, a second vote was taken to revise the plan by removing the choker measures. This second vote resulted in 17 For and 1 Against. Refer to Attachment No. 2 for the Plan as supported by the community.

#### Fire & Rescue Services and York Region Transit Comments

Both Vaughan Fire and Rescue Services and York Region Transit have no objections to the horizontal traffic calming measures proposed in this plan.

#### Traffic Calming Funding Availability

Within the Committee of the Whole Agenda of June 16, 2008, four proposals are being considered for approval in four separate staff reports. These are listed as follows, together with estimated costs:

Napa Valley Avenue	37,200
Summeridge Drive	146,400
Vaughan Mills Road	58,800
Autumn Hill Boulevard	<u>184,200</u>
Total Estimated Cost	\$426,600

The uncommitted balance, after consolidation of all of the existing traffic calming accounts in the capital budget is \$252,500 (accounts EN-1631-0-06, EN-1687-07, and EN-1725-08). Therefore there is insufficient funding to do all four projects. Staff are recommending that the first three projects listed above be constructed in 2008 and the Autumn Hill Boulevard project be considered in the 2009 budget year. The rationale for going ahead with the first three projects is as follows:

- all three can be constructed within the available traffic calming funding of \$252,500.
- requests for traffic calming on Napa Valley and Summeridge pre-date the Autumn Hill request.
- the Vaughan Mills Road traffic calming measures are urgently required to rectify serious safety concerns associated with high speed collisions.

#### Relationship to Vaughan Vision 2020

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

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

#### Regional Implications

Traffic staff previously received comments from York Region Transit in relation to this proposed work and there are no objections to the proposed measures.

#### Conclusion

The Engineering Department recommends approval of the Summeridge Drive Neighbourhood Traffic Committee plan proposal with the further exception of the traffic circle at Summeridge Drive and Treecrest Drive/Couture Gardens. The estimated cost of \$146,400 includes taxes, and associated traffic signs and pavement markings. Funding is available in the consolidated accounts for traffic calming to permit construction in 2008.

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 15, CW Report No. 36 – Page 5

**Attachments**

1. Location Map (plan presented at May 21, 2008 Public Meeting)
2. Location Map (recommended plan)

**Report prepared by**

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

MR:mc

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 16, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

16

#### **VAUGHAN MILLS ROAD NEAR HUMBERVIEW DRIVE PROPOSED TRAFFIC CALMING PLAN**

**The Committee of the Whole recommends:**

- 1) **That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008, be approved; and**
- 2) **That the memorandum of the Commissioner of Engineering and Public Works, dated June 16, 2008, be received.**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the Vaughan Mills Road Traffic Calming plan between Roselawn Drive and the Humber River bridge proposal be approved;
2. That funds in the amount of \$58,800 for the implementation of the plan proposal be drawn from the consolidated accounts for Traffic Calming within the Capital Budget;
3. That the Region of York be requested to review the existing signal timings at the intersection of Highway 27 and Rutherford Road; and
4. That the Region of York be requested to review the feasibility of the implementation of left turn phases at the intersection of Rutherford Road and Vaughan Mills Road/Napa Valley Avenue.

#### **Economic Impact**

The cost to install the traffic calming measures is estimated at \$58,800. Sufficient funds are available within the consolidated accounts for traffic calming in the Capital Budget. The cost to maintain the traffic calming measures, signs and pavement markings would be a future Engineering and Public Works Operating Budget impact. The cost to maintain the planting material on the chicanes and the intersection curb extensions would have an impact on the Parks and Forestry Operations Department's Operating Budget for 2009 and future years.

With the high price of crude oil, the cost of hot mix asphalt has increased from \$436 in March 2008 to \$676 in April 2008 according to the Ontario Hot Mix Producers Association. This increase of 55% far exceeds the rate of inflation. Staff's cost estimates reflect this increase.

#### **Communications Plan**

Staff will advise the members of the traffic calming committee of Council's decision. Staff will follow up with construction notices (Letter 'C') at time of construction to the residents within this area. This plan has been circulated to Vaughan Fire and Rescue and staff have no objections to the traffic calming measures proposed in this report.

#### **Purpose**

To report on the Vaughan Mills Road Traffic Calming Plan proposal between Roselawn Drive and the Humber River bridge.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 16, CW Report No. 36 – Page 2

#### Background - Analysis and Options

At its meeting on December 10, 2007, Council adopted the following recommendation:

**“That a community meeting be held as soon as possible after January 14, 2008 at which the consultant’s report would be presented and a consensus reached with area residents on measures to be implemented to address the traffic operational issues in the subject section of Vaughan Mills Road at Humberview Drive.”**

The traffic calming area reviewed is between Roselawn Drive and the Humber River bridge. Refer to Attachment No. 1 for area map and proposed traffic calming measures.

#### Public Participation

The public meeting of the Vaughan Mills Road Traffic Calming proposal was held on February 11, 2008. A representative from SRM Associates Ltd. outlined the findings of their report and presented their proposal to the residents in attendance. The Ward Councillor and Engineering Services Department staff were in attendance. Generally, the proposal was accepted with minor revisions and it was agreed to schedule another meeting to ensure that the residents are in agreement with the proposal.

The final public meeting was held on April 9, 2008. The consultant introduced the traffic calming proposals for the roadway. There were 10 residents in attendance. Of those in attendance, all residents were in favour of the plan.

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

#### Existing Traffic Calming

The following are existing traffic calming measures on Vaughan Mills Road.

- There are three sets of raised centre medians south of Humberview Drive.
- There is a raised centre median on the north side of Humberview Drive.
- There are painted road narrowings, both sides of Vaughan Mills Road, starting north of Humberview to Rutherford Road.

There is an existing raised crosswalk at the south limit of the bridge. The intersection of Vaughan Mills Road and Roselawn Drive is under all-way stop control.

#### Proposed Plan

The proposal consists of the following:

- Chicanes, north of the bridge to approximately the end of the existing raised median, 3 chicane series.
- Mini traffic circle measure, at Vaughan Mills Road and Humberview Drive
- Radius reductions, northeast/northwest corners of Vaughan Mills Road/Roselawn Drive
- Curb extensions, west side of Vaughan Mills Road at Roselawn Drive
- Chicanes, south of Roselawn Drive, 2 chicanes
- Curb extensions, north of Humberview, both sides

Several issues were raised at the meeting which are part of this report. Engineering Services staff will contact the Region of York regarding the two requests at their signalized intersections.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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- Traffic signal timings, Rutherford Road and Highway 27, request to revise timings to provide additional time to clear Rutherford Road traffic queues.
- Advance Left Turn Phases, Rutherford Road and Vaughan Mills Road/Napa Valley Avenue, request for a review into these phases to assist with traffic flow at the intersection.

The residents also requested different aesthetic features for the chicanes and the intersection curb extensions, such as impressed concrete, planting material and/or planter boxes. Engineering Services staff has included this matter into the overall cost for the plan.

#### Emergency and Transit Routes

There are currently no York Regional Transit bus routes travelling on Vaughan Mills Road.

Vaughan Fire and Rescue has identified Vaughan Mills Road as a primary response route.

The plan has been forwarded to Vaughan Fire and Rescue for their comments and they have no objection to the proposed traffic calming measures.

#### Traffic Calming Funding Availability

Within the Committee of the Whole Agenda of June 16, 2008, four proposals are being considered for approval in four separate staff reports. These are listed as follows, together with estimated costs:

Napa Valley Avenue	37,200
Summeridge Drive	146,400
Vaughan Mills Road	58,800
Autumn Hill Boulevard	<u>184,200</u>
Total Estimated Cost	\$426,600

The uncommitted balance, after consolidation of all of the existing traffic calming accounts in the capital budget is \$252,500 (accounts EN-1631-0-06, EN-1687-07, and EN-1725-08). Therefore there is insufficient funding to do all four projects. Staff are recommending that the first three projects listed above be constructed in 2008 and the Autumn Hill Boulevard project be considered in the 2009 budget year. The rationale for going ahead with the first three projects is as follows:

- all three can be constructed within the available traffic calming funding of \$252,500.
- requests for traffic calming on Napa Valley and Summeridge pre-date the Autumn Hill request.
- the Vaughan Mills Road traffic calming measures are urgently required to rectify serious safety concerns associated with high speed collisions.

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

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

#### **Regional Implications**

The two requests for traffic signal reviews at Rutherford Road and Highway 27 and at Rutherford Road and Vaughan Mills Road/Napa Valley Avenue are included in the recommendation of this report.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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**Conclusion**

The Engineering Services Department recommends approval of the Vaughan Mills Road Traffic Calming proposal between Roselawn Drive and the Humber River bridge at an estimated cost of \$58,800, including associated traffic signs, pavement markings and planting material. Funding is available in the consolidated accounts for traffic calming to permit construction in 2008.

**Attachments**

1. Location Map

**Report prepared by**

Mike Dokman, Supervisor, Traffic Engineering, ext 3118

MD:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 17, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**17**

**AUTUMN HILL BOULEVARD  
NEIGHBOURHOOD TRAFFIC COMMITTEE PLAN**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

2. That the Autumn Hill Boulevard Neighbourhood Traffic Committee plan proposal be approved in principle with the exception of the removal of a mountable centre median and relocation of a painted lane narrowing;
3. That funds in the amount of \$182,400 for the implementation of the plan proposal be considered in the 2009 Capital Budget deliberations.

**Economic Impact**

The cost to install the traffic calming measures is estimated at \$182,400. There are not sufficient funds available within the consolidated accounts for traffic calming in the Capital Budget. Therefore, consideration should be given to funding this project in the 2009 Capital Budget.

With the high price of crude oil, the cost of hot mix asphalt has increased from \$436 in March 2008 to \$676 in April 2008 according to the Ontario Hot Mix Producers Association. This increase of 55% far exceeds the rate of inflation. Staff's cost estimates reflect this increase.

**Communications Plan**

Staff will advise the members of the Traffic Calming Committee of Council's decision. Staff will follow with construction notices (Letter 'C') at time of construction. The Traffic Committee members are in agreement with this plan. This plan has been circulated to Vaughan Fire and Rescue and to York Regional Transit, and they have no objections to the traffic calming measures proposed in this report.

**Purpose**

To report on the Autumn Hill Boulevard Neighbourhood Traffic Committee Plan proposal.

**Background - Analysis and Options**

At its meeting on June 25, 2007, under Item 82, Report No. 34 Council directed:

- "1. That staff be directed to review the need for and feasibility of traffic calming measures for Autumn Hill Boulevard;
2. That staff and the Local Councillor meet with the community in September 2007 to discuss a traffic calming plan and to form a traffic calming committee; and
3. That staff report to a future Committee of the Whole following the community meeting."



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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

#### Item 17, CW Report No. 36 – Page 2

The Autumn Hill Boulevard traffic committee area is comprised of the entire length of Autumn Hill Boulevard from Dufferin Street to Bathurst Street. Autumn Hill Boulevard is a Feeder Roadway with a 23.0 metre right-of-way and 11.5 metre pavement width. The existing posted speed limit is 40 km/h on Autumn Hill Boulevard. There are three existing all-way stop controlled intersections on Autumn Hill Boulevard. Refer to Attachment No. 1 for location and proposed traffic calming measures.

Several existing traffic calming measures are already in place on Autumn Hill Boulevard:

- Textured crosswalks at the following intersections:
  - Autumn Hill Boulevard and Pleasant Ridge Avenue
  - Autumn Hill Boulevard and Sandwood Drive/Chagall Drive
  - Autumn Hill Boulevard and Thornhill Woods Drive
  - Autumn Hill Boulevard and Bathurst Glen Drive
  - Autumn Hill Boulevard and Knightshade Drive (east side only)

There are three existing all-way stop controls at the following intersections on Autumn Hill Boulevard between Dufferin Street and Bathurst Street:

- Autumn Hill Boulevard and Pleasant Ridge Avenue;
- Autumn Hill Boulevard and Thornhill Woods Drive;
- Autumn Hill Boulevard and Bathurst Glen Drive.

The existing posted speed limit is 40 km/h on Autumn Hill Boulevard.

In addition, the intersection of Autumn Hill Boulevard and Sandwood Drive/Chagall Drive is a raised intersection.

#### Public Participation

The initial public meeting of the Autumn Hill Boulevard Neighbourhood Traffic Committee was held on Thursday, November 22, 2007 and attended by 8 residents. Engineering Services Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The 'final' public meeting was held on Wednesday, May 21, 2008 and attended by 22 residents. The Traffic Committee, with the assistance of Engineering Services Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. Of those in attendance, 13 residents were in favour of the plan, and 0 residents were against the plan.

#### Traffic Calming Plan - General

Seven raised centre medians are proposed on the plan at the following locations:

- Autumn Hill Boulevard between Landwood Avenue and Spring Arbour Road;
- Autumn Hill Boulevard between Spring Arbour Road and Redmond Drive;
- Autumn Hill Boulevard between Redmond Drive and Rivington Avenue;
- Autumn Hill Boulevard between Rivington Avenue and Patano Drive;
- Autumn Hill Boulevard between properties #276 and #290;
- Autumn Hill Boulevard between properties #216 and #228; and
- Autumn Hill Boulevard between properties #132 and #142.

Raised centre medians are proposed at the following three intersections at all four approaches:

- Autumn Hill Boulevard and Pleasant Ridge Avenue;
- Autumn Hill Boulevard and Thornhill Woods Drive; and

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

#### Item 17, CW Report No. 36 – Page 3

- Autumn Hill Boulevard and Bathurst Glen Drive.

Mini roundabouts are proposed at the following five intersections:

- Autumn Hill Boulevard and Seurat Place/Shemer Drive;
- Autumn Hill Boulevard and Chopin Boulevard;
- Autumn Hill Boulevard and Schuster Lane;
- Autumn Hill Boulevard and Piedmont Drive; and
- Autumn Hill Boulevard and Knightshade Drive.

Painted lane narrowings are proposed at the following locations:

- At the northeast corner of Autumn Hill Boulevard and Daphnia Drive;
- At the southwest and southeast corners of Autumn Hill Boulevard and Zola Gate; and
- On the north and south sides of Autumn Hill Boulevard from Knightsbridge Drive to approximately the east limits of the park.

#### Findings from Final Public Meeting

Two minor revisions were made to the plan during the meeting. First, the proposed mountable centre median near addresses #84 and #86 Autumn Hill Boulevard was removed, and second, the proposed lane narrowing at Renoir Drive was relocated to Zola Gate.

A vote was taken for the revised Plan, and the result was 13 For and 0 Against. The results of the vote met the requirements of the Traffic Calming Policy and Procedure.

Should Council approve the plan, staff recommends that additional studies be conducted in one year's time after installation to determine if additional traffic calming measures are necessary.

#### Fire & Rescue Services and York Region Transit Comments

Both Vaughan Fire and Rescue Services and York Region Transit have no objections to the horizontal traffic calming measures proposed in this plan.

#### Traffic Calming Funding Availability

Within the Committee of the Whole Agenda of June 16, 2008 four proposals are being considered for approval in four separate staff reports. These are listed as follows, together with estimated costs:

Napa Valley Avenue	37,200
Summeridge Drive	146,400
Vaughan Mills Road	58,800
Autumn Hill Boulevard	<u>184,200</u>
Total Estimated Cost	\$426,600

The uncommitted balance, after consolidation of all of the existing traffic calming accounts in the capital budget is \$252,500 (accounts EN-1631-0-06, EN-1687-07, and EN-1725-08). Therefore there is insufficient funding to do all four projects. Staff are recommending that the first three projects listed above be constructed in 2008 and the Autumn Hill Boulevard project be considered in the 2009 budget year. The rationale for going ahead with the first three projects is as follows:

- all three can be constructed within the available traffic calming funding of \$252,500.
- requests for traffic calming on Napa Valley and Summeridge pre-date the Autumn Hill request.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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- the Vaughan Mills Road traffic calming measures are urgently required to rectify serious safety concerns associated with high speed collisions.

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

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

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

#### **Regional Implications**

Traffic staff previously received comments from York Region Transit in relation to this proposed work.

#### **Conclusion**

The Engineering Department recommends approval of the Autumn Hill Boulevard Neighbourhood Traffic Committee plan proposal. The estimated cost of \$182,400 includes taxes, and associated traffic signs, pavement markings and planting material. As there are insufficient funds available in the consolidated accounts for traffic calming in the Capital Budget, therefore, this project should be considered in the 2009 Capital Budget deliberations.

#### **Attachments**

1. Location Map (plan presented at May 21, 2008 Public Meeting)

#### **Report prepared by**

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

MR:mc

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 18, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

18

#### **WINTER STORM – DECEMBER 16, 2007 - UPDATE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, the Commissioner of Community Services, the Commissioner of Legal and Administrative Services, and the Deputy City Manager/ Commissioner of Finance & Corporate Services, dated June 16, 2008:

##### **Recommendation**

The Commissioner of Engineering and Public Works, the Commissioner of Community Services, the Commissioner of Legal and Administrative Services, and the Deputy City Manager/ Commissioner of Finance & Corporate Services, recommend:

That this report be received for information.

##### **Economic Impact**

The impact of producing and distributing the Public Works winter maintenance guide is estimated to be \$15,000, and there are funds in the 2008 Operating Budget to cover this expenditure.

The impact of installing GPS units in sidewalk snow ploughs is estimated to be approximately \$8,000 per year. For the November and December 2008 costs, these will be covered through the existing Operating Budget. However, additional funds will be requested in the 2009 budget to cover off a full year's costs.

##### **Communications Plan**

As part of the overall winter plan, a communications piece will be developed and delivered to residents outlining the levels of service provided by the City for winter maintenance.

##### **Purpose**

To report back on the various initiatives requested by Council as a result of the Committee of the Whole Working Session regarding the December 15 & 16, 2007 storm.

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

On February 25, 2008, a report was presented to Committee of the Whole outlining the various activities undertaken by both the Public Works Department, and the Parks & Forestry Operations Department. As a result of the report and presentations, Council requested additional information be presented at a later date. This is the follow-up report addressing the concerns and issues.

##### **1. Feasibility of Designating Emergency Snow Routes on Certain City Streets**

The City of Vaughan Parking By-law 1-96, Section 4(7)(m) stipulates that no person shall park in such a way as to interfere with traffic or the clearing of snow from the road.

Enforcement Services has conducted a review of staff deployment during snow events, and snow removal operations. As such, on duty staff will respond to calls from plough operators that are being hampered by vehicles on the road during snow clearing operations. In addition, staff will also proactively issue tickets to cars that have been "ploughed in" by the snow ploughs during snow clearing operations.

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A check with other York Region municipalities in the area revealed that King, Aurora, Georgina, Richmond Hill, and Markham, also issue tickets for interfere with snow removal using the same criteria as Vaughan.

Likewise in Peel Region, the City of Brampton also issues tickets for interfering with snow removal. Brampton, however, has a policy that stipulates that tickets for these offences are only issued after it has snowed 3.5 inches or more.

This coincides with the threshold of the snowplows being activated. Brampton also tows offending vehicles when tow equipment is available. None of the municipalities spoken to have the stipulation of declaring snow routes or snow emergencies prior to commencing enforcement action.

As the Parking By-law already provides for ticketing for vehicles interfering with snow removal, the designation of “snow emergencies” or “snow routes” is not required. In addition, these designations may actually slow snow removal as enforcement of the bylaw could only start after such designation is made, and then communicated to the public. Council may consider supporting an enforcement policy similar to that in Brampton, whereby Enforcement Services would only ticket during or immediately after snow removal operations.

In order to increase Enforcement Services ability to remove offending vehicles more efficiently an RFP has been issued in an attempt to secure a towing contractor. At this point the process is not complete.

#### 2. Communications Plan

##### i) Fall Newsletter

As Council is aware, the Greening Vaughan waste management newsletters have been extremely well received, and has contributed to the City winning numerous awards for promotion. As such, it is proposed that Public Works create a similar publication as a guide to winter road maintenance services. This 4 page colour newsletter would be sent out in the Fall to all Vaughan residents, and would:

- Advise residents of the City's approved levels of service
- Inform residents what to expect during and after a snow storm in terms of road ploughing and windrow clearing operations
- Advise residents of the current parking by-law and how it relates to winter snow clearing
- Offer tips with respect to placement of waste and blue boxes during a snow storm
- Outline residents' responsibilities
- Discuss the City's salt management initiatives

Based on the costs to produce and distribute the Greening Vaughan newsletter, it is estimated that such a newsletter would cost approximately \$15,000.

##### ii) Phone Response Improvements

In 2001, a dedicated snow hotline phone number was established (905-879-SNOW), along with a mini call centre. The concept was to have a temporary employment agency staff available to come in when required to answer calls related to snow ploughing operations. Although the concept was good, in reality, staffing the phone lines was almost impossible to do. The agency staff and the temporary agencies themselves needed defined working hours, and needed notice well in advance as to when they would be required to provide services. Given the short term employment needs of the snow hotline (24-48 hours after a snow storm), the infrequency of the work, and the inability to provide adequate notice, the snow hot line could not be staffed properly. As a result, the calls simply reverted to the existing staff in Public Works. In addition to the snow hotline, the public also calls the Public Works Department directly.

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In March 2008, Access Vaughan approached Public Works and assumed responsibility for the snow hotline. The snow hotline has an automated message and an up to date recording that relays information with respect to snow removal for streets and sidewalks. The information is provided to the Access Vaughan Manager via status update e-mails provided by Public Works. Each time a new update is received, the recording is updated by the Access Vaughan Manager, including weekends and evenings.

During regular business hours when a resident calls the snow hotline or Access Vaughan, the Access Vaughan staff will provide the update to residents. All calls coming into the snow hotline hear the updated recorded message which will provide the same details as the status e-mails provided by Public Works. If the caller stays on the line or presses 0 during regular business hours, the call will be placed into the Access Vaughan queue and will be answered in priority sequence.

If all the Citizen Service Representatives in Access Vaughan are busy, the system will search for an available agent in Public Works. The recording also provides the option for the resident to visit the website for updates.

After business hours, the caller will hear the updated recorded message and then will be prompted to visit the website or contact 911 if they have an emergency situation that requires assistance of Police, Fire or Ambulance services, or stay on the line if they have another emergency to report. The after hours dispatch staff will receive these calls.

Access Vaughan staff are also looking at opportunities to update the after-hours greeting on both the Public Works' and City's main phone lines so that residents calling these lines will hear an updated message with respect to snow clearing operations.

#### **3. Improved Service Levels – Road Ploughing**

The contract for winter road maintenance services (ploughing/windrow/salting), has been prepared and sent out for tender. The tender closes on May 22, 2008. This tender has been set up to try and address the issues raised by Council with respect to clearing windrows sooner after the main plough has gone by, and takes into account other factors such as growth and anti-icing equipment. It is also set up to reduce the number of contractors that must be dealt with during a winter storm event.

To improve the overall management of the contracts, the bidders must bid to provide the full range of winter maintenance services. With the City being divided into 2 parts for the contract, there is a maximum of two contracts that Roads management staff would have to deal with during a storm (one for each half of the City), and the "buck stops there" in terms of ensuring proper communications between their road ploughing and windrow clearing operations.

To ensure windrows are cleared sooner after the plough goes by, there is a requirement that the two units (plough and windrow), are to be within sight of each other at all times, and start and stop at the same time and location. Unlike the present contracts, there are also financial penalties included in this new contract to cover the cost of missed windrows and streets. GPS units will also be installed in all of the plough and windrow clearing units to help management ensure the windrow clearing units are closer to the ploughs.

In terms of addressing issues about windrows at community mail boxes, we have included that windrows created by road ploughs be cleared at the community mail boxes. This does not mean that the entire area around the mail box will be cleared, nor does it mean that the boxes will be free of snow created by sidewalk ploughing operations. It simply means that there should be no large windrow for residents to step over from the road to get to the boulevard / mail box. This work will be done the day after the residential windrows have been completed.

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##### **4. Installation of GPS Units in Sidewalk Snow Ploughs**

The cost for installing GPS units in all sidewalk ploughing units has been estimated to be \$8,000 per year. This is based on the current fleet size and a monthly lease cost of approximately \$18 per unit for the equipment. Although the winter season is only 5 months long, the lease is based on a 12 month period.

Funds for this activity have not been specifically budgeted for in the 2008 Parks Operating budget, but the costs for November and December should not impact the 2008 budget significantly. Additional funds will be required to cover the full year costs, and these will be requested through the 2009 budget process.

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

This report is consistent with the priorities previously set by Council and ties into Vaughan Vision 2020, specifically with respect to the objective “Pursue Excellence in Service Delivery”.

##### **Regional Implications**

The recommendations contained in this report do not impact the Region.

##### **Conclusion**

The changes noted in the area of communications will help improve the levels of service to the residents, and make them better informed as to road ploughing and windrow clearing operations.

Additional GPS units in sidewalk ploughs will assist in better managing the operations and provide a better idea as to completion times.

Based on the existing wording of By-law 1-96, there is no need to create designated snow routes or impose further additional City-wide parking restrictions during snow events.

##### **Attachments**

N/A

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

Brian T. Anthony, CRS-S, C. Tech, Director of Public Works  
Tony Thompson, Director of Enforcement Services  
Brigid Lamanna, Manager – Access Vaughan

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 19, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

19

#### **SCHOOL CROSSING GUARD ANNUAL LOCATION REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, the Commissioner of Legal and Administrative Services, the Director of Human Resources and the Director of Engineering Services, dated June 16, 2008:

##### **Recommendation**

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

That the existing crossing guard for Kleinburg Public School be suspended for the duration of the re-construction of the school, currently anticipated to reopen September 2009.

##### **Economic Impact**

The cost to maintain crossing guards, the crossing guard signs and markings at all school crossings will have an impact on future year Operating Budgets.

##### **Communication Plan**

The extract related to this report will be provided to both School Boards in York Region.

##### **Purpose**

To provide the results of the recent review of crossing guard locations in accordance with City Policy. The 25 locations were randomly chosen.

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

At its meeting on June 27, 2005 Council approved;

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

The current annualized cost of one crossing guard is \$11,615. There are presently 89 guards approved within the budget complement for the School Crossing Guards Program in 2008.

Engineering Services and Human Resources staff met with the York Region District School Board in February 2008 to discuss various concerns regarding school crossing guards and to inform them of the planned 25 guard locations to be studied for this report. York Region Catholic School Board did not attend this meeting.

During the meeting staff was advised that, the Kleinburg Public School will be demolished and rebuilt. The anticipated date for the school to be re-opened is September 2009. There is a crossing guard at this location.



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Engineering Services staff have undertaken reviews of the school crossing guard locations that may potentially be relocated/eliminated and/or the opportunity to cross more than one leg of an intersection. Schools were surveyed during the morning and afternoon arrival/departure times. Where possible, crossing studies were undertaken during normal weather conditions (i.e., surveys were not undertaken during heavy rain and snowfall days). The studies were conducted between March 17, 2008 and May 26, 2008. In addition, staff attempted to survey schools on Tuesdays, Wednesdays or Thursdays, and accounted for specific holidays.

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

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

Of the 25 school crossing guard locations reviewed in the City of Vaughan, 2 are at signalized intersections, 16 are at intersections under an all-way stop control, 1 is at a pedestrian signal, 2 are in front of the school and 4 are at intersections with only the side street under stop control. Staff conducted a pedestrian study at each guard location and the results are indicated in the chart on Attachment No. 1. As part of the review, staff requested from the respective School Board, the number of registered children that may use that particular crossing location. This information is also provided in the chart.

#### Review of the 25 Pre-Selected Crossing Guard Locations

A brief summary is provided from the pedestrian studies:

1. There were no problems with the use of the guard and/or vehicle/pedestrian conflicts noted; however, there were concerns noted regarding traffic congestion and parking near the school and/or the guard location. The locations have been reported to Enforcement Services staff
2. No locations have the required pavement markings to permit “L” type crossing as per the Council approved policy. However, at 3 locations, the crossing guards were performing these “L type” crossing. This matter will be reviewed with the School Crossing Guard Committee to determine whether additional pavement marking is required or some other action is necessary to ensure adequate and safe crossings.
3. As shown in the accompanying chart (Attachment No. 1) and listed below the schools where the number of counted children that do not fulfill the minimum number of 50 children during the school time periods are:
  - Associated Hebrew School
  - Immaculate Conception School
  - Our Lady of Peace
  - San Marco Separate School (2 locations)
  - St Catherine of Sienna
  - St Clare Catholic School
  - St Clements Separate School
  - St Margaret Mary
  - Vellore Woods Public School

At their meeting of June 25, 2007, Council approved criteria for placement of a school crossing guard at new schools.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 19, CW Report No. 36 – Page 3**

Please refer to Attachment No. 2 Procedure for New Schools City Criteria for Placement of a School Crossing Guard.

#### **New Schools Fall 2008**

There are 2 new schools scheduled to open for 2008/2009. These are Herbert H. Carnegie Public School located on Via Romano Boulevard and Dr. Roberta Bondar Public School located on Peter Rupert Avenue.

In accordance with the approved 'Procedure for NEW Schools', Engineering Services staff will schedule a review for both schools in the Fall 2008, to determine if the warrant is met. If a crossing guard is required according to the City's Criteria, then a report will be brought forward to a future Committee of the Whole meeting.

#### **School Crossing Guard Committee**

This report indicates 10 locations that do not fulfill the minimum requirement of 50 children during the school time periods and as per Council approval in June 2007, the School Crossing Guard Committee will review these locations. Due to the upcoming summer months, the school crossing guard committee will be convened in the Fall 2008 to discuss the findings of the attached 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:

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

Staff undertook a review of 25 crossing guard locations between the weeks of March 17, 2008 and May 26, 2008. Engineering Services staff was informed by the York Region District School Board that two new schools will be opened for September 2008. Studies will be conducted in the Fall 2008 for the two new schools. Should the study indicate that a crossing guard is warranted a report will be brought forward to a future Committee of the Whole meeting.

Any recommendations with respect to the locations currently not meeting warrant will be forwarded by the School Crossing Guard Committee.

#### **Attachments**

1. 2008 Crossing Guard Review
2. Council Extract, Item 3, Report 32, Committee of the Whole June 25, 2007

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Item 19, CW Report No. 36 – Page 4

**Report prepared by:**

Mike Dokman, Supervisor, Traffic Engineering, Ext. 3118

MD:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 20, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**20**

**ST. CLARE ELEMENTARY CATHOLIC SCHOOL  
PARKING CONTROL REVIEW - UPDATE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Stopping' prohibition from 8:00 am to 9:00 am, 11:30 am to 12:30 pm, and 3:00 pm to 4:00 pm, Monday to Friday from September 1 to June 30 on both sides of Velmar Drive between the east and west property limits of St. Clare Elementary Catholic School.

**Economic Impact**

The cost to install the 'No Stopping' prohibition signs would have an initial impact to the 2008 Operating Budget. There are sufficient funds available for this work. The on-going costs to maintain the signs would be included in future Operating Budgets.

**Communications Plan**

Engineering Services staff will contact the residents within the prohibition limits and the School Representative to advise them of Council's decision in this matter.

**Purpose**

To receive feedback from the School Principal on the proposed implementation of a "No Stopping" prohibition on Velmar Drive in front of St. Clare Elementary Catholic School, in response to Council direction.

**Background - Analysis and Options**

At its meeting on May 26, 2008, Council considered Item 9, Report 27 of the Committee of the Whole concerning a recommendation to add a "No Stopping" prohibition from 8:00 am to 9:00 am, 11:30 am to 12:30 pm and 3:00 pm to 4:00 pm, Monday to Friday from September 1 to June 30 on the south side of Velmar Drive between the east and west property limits of St. Clare Elementary Catholic School.

Council directed:

**"That this matter be referred to a future Committee of the Whole to allow this matter to be forwarded to St. Clare Elementary Catholic school and its Parent Council for comments."**

Engineering Services staff contacted the School Principal to discuss this matter and to request a letter regarding their comments. Through discussion, the Principal agrees with the proposed stopping prohibition on the south side but would also like to include the stopping prohibition on the north side. The prohibition on the north side would assist in the traffic flow with their Kiss 'N' Ride pick up/drop off zone. Refer to the letter received from the School Principal Attachment No. 1.

.../2

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 20, CW Report No. 36 – Page 2**

The installation of a 'No Stopping' prohibition on the south side of Velmar Drive in front of St. Clare Elementary Catholic School will also allow emergency and other service vehicles less restricted movement in front of the school and reduce the amount of congestion during the time periods. Refer to the Committee of the Whole report from May 20, 2008 Attachment No. 2.

Engineering Services have no concerns or objections with the additional request to implement the stopping prohibition on the north side of Velmar Drive. The School Principal advised staff that they will encourage parents and students to utilize the existing school crosswalk at the intersection of Velmar Drive and Santa Barbara Place. Refer to Attachment No. 3 for the prohibition proposal.

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

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

Based on staff's review and discussion with the School Principal, it is recommended that 'No Stopping' prohibition signs with the time periods of 8:00 am to 9:00 am, 11:30 am to 12:30 pm, and 3:00 pm to 4:00 pm, Monday to Friday from September 1 to June 30, be installed on both sides of Velmar Drive between the east and west property lines of St. Clare Elementary Catholic School.

Enforcement Services Department have been advised of the change and will adjust enforcement activities accordingly on Velmar Drive in the vicinity of the St. Clare Elementary Catholic School.

#### **Attachments**

1. School Principal's Letter – May 27, 2008
2. Committee of the Whole Report – May 20, 2008
3. Location Map

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

Mike Dokman, Supervisor Traffic Engineering, ext. 3118

MD:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 21, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

21

**DEL FRANCESCO WAY AND MAST ROAD  
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Del Francesco Way and Mast Road.

**Economic Impact**

The cost to install the all-way stop signs and pavement markings (stop bars) will be an initial impact on the 2008 Operating Budget. There are sufficient funds available for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

**Communication Plan**

Engineering Services staff will contact the resident with the direction from Council.

**Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Del Francesco Way and Mast Road, in response to a request from a local resident.

**Background - Analysis and Options**

A request has been received to review the traffic activity at the intersection of Del Francesco Way and Mast Road. Del Francesco Way and Mast Road are both local roadways with a 20.0 metre right-of-way and 9.0 metre pavement width. The existing speed limits on Del Francesco Way and Mast Road are statutory 50 km/h. The existing stop controls are on Mast Road. The area is shown in Attachment No.1.

Staff conducted a turning movement count on Tuesday, April 29, 2008 at the intersection of Del Francesco Way and Mast Road during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 3:00 pm to 6:00 pm. The weather on this day was sunny and clear. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	122%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions at this intersection susceptible to prevention by implementing all-way stop control from January 2005 to December 2006, the last year for which collision data is available. There are no sight distance restrictions at this intersection. According to the results above, this intersection does meet the minimum requirements of the Provincial Warrant.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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**Relationship to Vaughan Vision 2020**

Enhance and Ensure Community Safety, Health and Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

**Regional Implications**

Not Applicable.

**Conclusion**

Based on staff's review, it is recommended that all-way stop control be installed at the intersection of Del Francesco Way and Mast Road.

**Attachments**

1. Location Map

**Report prepared by:**

David Fan, Traffic Analyst, Ext. 3109

Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

DF:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 22, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**22**

**TREASURE ROAD AND DEL FRANCESCO WAY  
ALL-WAY STOP CONTROL REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control be installed at the intersection of Treasure Road and Del Francesco Way.

**Economic Impact**

The cost to install the all-way stop signs and pavement markings (stop bars) will be an initial impact on the 2008 Operating Budget. There are sufficient funds available for this work. The on-going costs to maintain the signs and pavement markings would be incorporated in future Operating Budgets.

**Communication Plan**

Engineering Services staff will contact the resident with the direction from Council.

**Purpose**

To review the feasibility of implementing an all-way stop control at the intersection of Treasure Road and Del Francesco Way, in response to a request from a local resident.

**Background - Analysis and Options**

A request has been received to review the traffic activity at the intersection of Treasure Road and Del Francesco Way. Treasure Road is a local roadway with a 17.5 metre right-of-way and 8.0 metre pavement width. Del Francesco Way is a local roadway with a 20.0 metre right-of-way and 9.0 metre pavement width. The existing speed limits on Treasure Road and Del Francesco Way are statutory 50 km/h. The existing stop control is on Del Francesco Way. The area is shown in Attachment No.1.

Staff conducted a turning movement count on April 30, 2008 at the intersection of Treasure Road and Del Francesco Way during the morning and afternoon peak time periods of 7:00 am to 9:00 am, and 4:00 pm to 6:00 pm. The weather on this day was cloudy and clear. The data collected was compared to the Provincial Warrant for All-way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	93%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There have been no reported collisions at this intersection susceptible to prevention by implementing all-way stop control from January 2005 to December 2006, the last year for which collision data is available. There are no sight distance restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial Warrant.



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 22, CW Report No. 36 – Page 2**

Staff however believes it would be beneficial to install an all-way stop control at the intersection of Treasure Road and Del Francesco Way. The warrant requires 350 vehicles entering the intersection from all approaches. Staff recorded 325 vehicles at the intersection from all approaches, only 25 vehicles below the criteria in the All-Way Stop Warrant. Since the 25 vehicles to meet the warrant could be met at anytime, it would be beneficial to install the all-way stop control at this time.

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

Enhance and Ensure Community Safety, Health and Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

Based on staff's review, it is recommended that all-way stop control be installed at the intersection of Treasure Road and Del Francesco Way.

#### **Attachments**

1. Location Map

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

David Fan, Traffic Analyst, Ext. 3109

Mike Dokman, Supervisor Traffic Engineering, Ext. 3118

DF:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 23, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**23**

**MEETING HOUSE ROAD HEAVY TRUCK REVIEW**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That a "Heavy Truck" prohibition be implemented on Meeting House Road between Kipling Avenue and Clarence Street based on the results of the traffic data collection.

**Economic Impact**

The cost to install the 'Heavy Truck' prohibition signs would have an initial impact to the 2008 Operating Budget. There are sufficient funds available for this work. The on-going costs to maintain the signs would be incorporated in future Operating Budgets.

**Communications Plan**

Engineering Services staff will inform the resident of the decision by Council on this matter.

**Purpose**

To determine the heavy vehicle traffic usage on Meeting House Road, in response to a request from a local resident.

**Background - Analysis and Options**

A request has been received to review the heavy vehicle traffic usage on Meeting House Road. Meeting House Road has a 20.0 metre right-of-way with an 11.5 metre pavement width and two travel lanes with an existing posted speed limit of 40 km/h. There are 22 houses located on the south side of the Meeting House Road and The Board of Trade Golf Course is located on the north side from Clarence Street to 58.0 metres east of Norton Place. There is a hill on Meeting House Road from west property limit of the Board of Trade Golf Course to Kipling Avenue. The area is shown in Attachment No. 1.

Staff conducted traffic volume studies on Meeting House Road from May 13, 2008 – May 15, 2008, to determine the amount of heavy vehicle traffic currently on Meeting House Road. The results have been summarized below.

<u>Direction</u>	<u>Total Vehicles</u>	<u>Total number of Trucks</u>	<u>Trucks Between 7:00 p.m. to 7:00 a.m.</u>	<u>Total Truck Percentage</u>
<u>Eastbound</u>	<u>5578</u>	<u>251</u>	<u>58</u>	<u>4.5%</u>
<u>Westbound</u>	<u>9044</u>	<u>358</u>	<u>67</u>	<u>4.0%</u>

The heaviest recorded truck hours occurred between the hour's of 7:00 a.m. to 9:00 a.m. (EB = 51 trucks, WB = 89 trucks), 11:00 a.m. to 2:00 p.m. (EB = 64 trucks, WB = 77 trucks), and 4:00 p.m. to 7:00 p.m. (EB = 71 trucks, WB = 114 trucks).

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 23, CW Report No. 36 – Page 2**

It total, 609 heavy vehicles were recorded utilizing Meeting House throughout the three days the studies were conducted, resulting in 4.3% of the overall traffic. Engineering staff recommends that “Heavy Truck” prohibition signs be installed on Meeting House Road between Kipling Avenue and Clarence Street.

Given the geometric characteristics of Meeting House Road and its classification as a local roadway, heavy vehicles should not be using Meeting House Road between Kipling Avenue and Clarence Street on a regular basis. With the prohibition in place, the amount of heavy vehicles should be reduced to a minimum (delivery vehicles will be allowed to access the area). Roadways in the surrounding area such as Kipling Avenue, Islington Avenue and Highway 7 are designed to accommodate larger vehicles.

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

Enhance and Ensure Community Safety, Health & Wellness – To Advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

#### **Regional Implications**

Not Applicable.

#### **Conclusion**

Based on the staff review, it is concluded that a ‘Heavy Truck’ prohibition is warranted based on the results of the traffic studies.

#### **Attachments**

1. Location Map

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

Peter Trinh, Senior Traffic Technologist, ext. 3120  
Mike Dokman, Supervisor Traffic Engineering, ext 3118

PT:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 24, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**24**

**PEDESTRIAN SAFETY STUDY KIPLING AVENUE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That no further action is required on pedestrian safety along that portion of Kipling Avenue from Meeting House Road to its terminus at Langstaff Road based on the results of the traffic data collection.

**Economic Impact**

None.

**Communications Plan**

The Ward Councillor will inform the residents of the decision by Council on this matter.

**Purpose**

To enhance pedestrian safety on Kipling Avenue from Meeting House Road to its terminus at Langstaff Road, in response to Council direction.

**Background - Analysis and Options**

At its meeting on March 31, 2008, Council directed:

**“1. That staff review the area in the spring, 2008 when there is more pedestrian activity and report further on observations and recommended action”.**

Kipling Avenue is a two lane arterial road with an existing 33 metre right-of-way. The existing posted speed limit on Kipling Avenue within this specified area is 40 km/h.

There are three new developments planned for this section of Kipling Avenue:

1. A new subdivision of 181 units on the north side of Langstaff Road between Martin Grove Road and Rainbow Creek.
2. A 117 unit condominium / townhouse project on the west side of Kipling Avenue midway between Burton's Lane and the CPR tracks.
3. 116 units on the east side of Kipling Avenue north of Chavender place, and 66 units (including 24 “live-work”) on the west side of Kipling Avenue between the laneway to Woodbridge Foam and the CPR tracks.

**Vehicle Volume Studies**

Staff installed Automatic Traffic Recorders at three different locations on Kipling Avenue from January 7, 2008 – January 10, 2008. The results are as follows:

# CITY OF VAUGHAN

## EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

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<u>Location</u>	<u>Northbound</u>	<u>Southbound</u>
<u>Kipling Avenue north of Tandian Court</u>	<u>3420 vehicles per day</u>	<u>3370 vehicles per day</u>
<u>Kipling Avenue south of Gate House Court</u>	<u>3470 vehicles per day</u>	<u>3440 vehicles per day</u>
<u>Kipling Avenue north of Chavender Place</u>	<u>3570 vehicles per day</u>	<u>3600 vehicles per day</u>

According to the Transportation Association of Canada's Geometric Design Guide for Canadian Roads, arterial roads are designed to carry no more than 20,000 vehicles per day. Kipling Avenue at its busiest location carries approximately 7170 vehicles per day, which is within this limit.

### Speed Studies

Staff conducted radar studies in three different locations on Kipling Avenue on Wednesday, January 9 and Thursday January 10, 2008 between the peak periods of 8:00 – 9:00 am, 11:00 am – 12:00 noon, and 4:00 – 5:00 pm. The weather on both days of the study was partly cloudy and the road pavement was dry. The collected average speeds are summarized in the table below:

<u>LOCATION</u>	<u>DIRECTION</u>	<u>AM AVERAGE SPEED</u>	<u>MID-DAY AVERAGE SPEED</u>	<u>PM AVERAGE SPEED</u>
<u>Kipling Avenue north of Gate House Court</u>	<u>Northbound</u>	<u>50 km/h</u>	<u>51 km/h</u>	<u>52 km/h</u>
<u>Kipling Avenue north of Gate House Court</u>	<u>Southbound</u>	<u>50 km/h</u>	<u>51 km/h</u>	<u>52 km/h</u>
<u>Kipling Avenue north of Meeting House Road</u>	<u>Northbound</u>	<u>53 km/h</u>	<u>53 km/h</u>	<u>50 km/h</u>
<u>Kipling Avenue north of Meeting House Road</u>	<u>Southbound</u>	<u>50 km/h</u>	<u>50 km/h</u>	<u>53 km/h</u>
<u>Kipling Avenue south of Meeting House Road</u>	<u>Northbound</u>	<u>51 km/h</u>	<u>49 km/h</u>	<u>52 km/h</u>
<u>Kipling Avenue south of Meeting House Road</u>	<u>Southbound</u>	<u>55 km/h</u>	<u>52 km/h</u>	<u>51 km/h</u>

The average speeds noted above are within the range expected for a roadway such as Kipling Avenue. The 85th percentile speeds on Kipling Avenue (the speed at which 85% of vehicles are travelling or less) are:

Kipling Avenue north of Gate House Court	57 Km/h
Kipling Avenue north of Meeting House Road	57 Km/h
Kipling Avenue south of Meeting House Road	59 Km/h

The average 85th percentile speed is 57.6 Km/h. It was noted that the majority of drivers travel in excess of the 40 km/h speed limit. Staff notified York Regional Police for their action on April 22<sup>nd</sup>, 2008.

Kipling Avenue currently has an existing sidewalk on the west side of the road from Langstaff Road to Chavender Place, and on both the east and west side of the road from Chavender Place to Meeting House Road. There are four homes on the east side of Kipling Avenue between Chavender Place and Langstaff Road. There are existing all-way stop controls at the intersections of Kipling Avenue and Meeting House Road, and Kipling Avenue and Gate House Court. There is a traffic signal at Kipling Avenue and Langstaff Road / Vaughan Mills Road. All three of these intersections provide an area for pedestrians to safely cross the roadway.

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#### **Item 24, CW Report No. 36 – Page 3**

Staff conducted a Pedestrian Observation Study on April 22, 2008 and April 29, 2008. The weather on both of these two days was sunny and the road was dry. During the peak hours from 8:00 – 9:00 a.m. and 3:00 – 4:00 p.m., there were an average of 10 - 12 adults/seniors running/walking on this section of Kipling Avenue, and an average of 10 - 15 children waiting for/dropped off from the school bus at the intersection of Kipling Avenue and Gate House Court, and Kipling Avenue and Hurricane Avenue. During the mid-day observation, very few pedestrians were observed on Kipling Avenue. These pedestrians were observed on the existing sidewalks.

There is a curve on Kipling Avenue north of Hurricane Avenue, however due to the large radius of the curve, there is not a sight line issue viewing vehicles or pedestrians. There are no parks or playgrounds adjacent to this section of Kipling Avenue or a walkway to the Board of Trade Golf Course. The Parwest Parkette is located between Tandian Court, Beechnut Avenue, the CPR tracks, and Claremont Lane, however it is well away from Kipling Avenue. Any pedestrian from the east side of Kipling Avenue can safely cross at the all-way stop at Kipling Avenue and Gate House Road to access this parkette.

At Council's direction, staff has installed two "Pedestrian Ahead" warning signs on this section of Kipling Avenue; one is installed north of Tandian Court for southbound traffic and the other is installed north of Meeting House Road for northbound traffic. Installation of "Pedestrian Ahead" warning signs will advise motorists of the potential for pedestrians in the area and crossing the road.

The results of these studies indicate that very few pedestrians were observed on Kipling Avenue and traffic calming measures do not appear to be warranted at this time. Engineering Services staff will continue to monitor this area as the surrounding developments are built and occupied, and report back to a Committee of the Whole meeting if there are changes to the pedestrian activity. In the event that changes in pedestrian activity do warrant additional measures, the Neighbourhood Traffic Calming Policy and Procedure should be followed.

Kipling Avenue has been designated an emergency response route, and therefore according to Council's Approved Neighbourhood Traffic Calming Policy and Procedure speed humps cannot be installed on Kipling Avenue. In the event that future changes in pedestrian activity warrant additional traffic calming measures, the following could be considered:

1. Traffic Circles at Hurricane Avenue and at Chavender Place.
2. Road narrowings, either painted or curb.
3. Chokers at the existing all-way stop control at Gate House Court to reduce the walking area across Kipling Avenue.
4. Overhead pedestrian warning sign and flashing amber beacon to warn motorists of pedestrian activity in the area. (possible 2009 installation upon completion of the residential developments).

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

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

#### **Regional Implications**

Not Applicable

#### **Conclusion**

Based on the staff review, it is concluded that no further action is warranted based on the results of the traffic studies.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 24, CW Report No. 36 – Page 4

**Attachments**

1. Location Map

**Report prepared by:**

Peter Trinh, Senior Traffic Technologist, ext. 3120  
Mike Dokman, Supervisor Traffic Engineering, ext 3118

PT:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 25, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**25**

**STOP CONTROL RECONFIGURATION  
FOGAL/ZENWAY/OLD HUNTINGTON ROAD INTERSECTION**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That Council enact the necessary by-law to remove the existing east/west stop controls on Fogal Road and Zenway Boulevard at the intersection of Fogal Road/Zenway Boulevard and Old Huntington Road;
2. That Council enact the necessary by-law to add new north/south stop controls on Old Huntington Road at the intersection of Fogal Road/Zenway Boulevard and Old Huntington Road;
3. That staff be authorized to amend the Subdivision Agreement with Vaughan West II Limited and Conair Consumer Products Inc. (Plan 65M- 3992) and Roybridge Holdings Limited (Plan 65M-3627) to provide for the early completion and assumption of Zenway Boulevard between Huntington Road and Highway 27 in order to establish an adequate collector road link to the Highway 427 Arterial Road Extension; and
4. That the Region of York be requested to enter into an agreement with the City to facilitate the remediation of any damage or accelerated deterioration of Zenway Boulevard between Old Huntington Road and Highway 27 resulting from the projected high traffic volumes that will be using Zenway Boulevard to access or egress the Highway 427 Arterial Road Extension.

**Economic Impact**

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

**Communications Plan**

A communication plan will be implemented in connection with the proposed change to the stop controls at the intersection of Fogal Road/Zenway Boulevard/Old Huntington Road in accordance with the Ontario Traffic Manual. In particular, the appropriately worded road side signage will be installed for a prescribed time frame informing motorists of the change in the stop controls at the intersection before the changes actually takes place.

**Purpose**

The purpose of this report is to seek Council's approval to change the stop control configuration at the intersection of Fogal Road/Zenway Boulevard/Old Huntington Road and authorization to amend the subdivision agreements with Vaughan West II Limited and Conair Consumer Products Inc. (Plan 65M- 3992) and Roybridge Holdings Limited (Plan 65M-3627), and enter into an agreement with the Region of York, with respect to the completion, assumption and potential future remediation of any damage or deterioration of Zenway Boulevard once the Highway 427 Arterial Road connection is closed in the future.



## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 25, CW Report No. 36 – Page 2

#### Background - Analysis and Options

Fogal Road between Highway 50 and Huntington Road is proposed to be widened and reconstructed in order to improve vehicular access to the Vaughan West Employment area and to establish a continuous collector road link to the Highway 427 Arterial Road extension as shown on Attachment No. 1. The Highway 427 Arterial Road extension is currently under construction and is expected to be opened for traffic at the end of July or early August 2008.

Currently, the existing stop controls at the intersection of Fogal Road/Zenway Boulevard and Old Huntington Road are located on the Fogal Road and Zenway Boulevard legs of the intersection as shown on Attachment No.1. Once the Highway 427 Arterial Road Extension is completed and connected to Zenway Boulevard, the predominant traffic movement will be in an east/west direction along Zenway/Fogal Road. Accordingly, it is recommended that the stop controls at the intersection of Fogal Road/Zenway Boulevard and Old Huntington Road be changed to remove the existing east/west stop controls on Fogal Road and Zenway Boulevard and to install new north/south stop controls on Old Huntington Road. This will result in Fogal Road and Zenway Boulevard becoming the through road and will facilitate the efficient movement of traffic to and from the future interim Highway 427 terminus.

#### Advanced Completion of Zenway Boulevard

Zenway Boulevard between Huntington and Hwy 27 has been constructed in phases through development over the last few years. Zenway is currently constructed to base course asphalt over its entire length. Settlements are evident at many locations along the roadway, especially at the east end. The existing condition and pavement structure of Zenway Boulevard is currently inadequate to accommodate or support the expected high/heavy traffic volumes that will use the road after the Highway 427 Arterial Road connection is made. Accordingly, it is recommended that the developer be requested to advance the completion of the road, including the completion and inspection of the underground services, curb and road settlement repair and the placement of the top course of asphalt.

It is important to note that Zenway Boulevard has been design and constructed as a local industrial collector roadway. This road design was approved prior to the implementation of the Highway 427 Arterial Road connection. Once the Highway 427 Arterial connection is made, Fogal Road and Zenway Boulevard will experience traffic volumes much greater than what the design of the road was intended to accommodate. Accordingly, staff is concerned that the normal life cycle of this industrial road may be significantly shortened as a result of the heavy traffic volumes. In addition, since the curb and top course asphalt is being advanced many years before it would normally be required to accommodate the arterial connection, there is a real potential for the curb and road surface to be damaged through the development of the future industrial buildings along the roadway. The developers have expressed the same concerns and are as a result asking that the City assume the entire length of Zenway Boulevard including the underground services as a precondition of advancing the placement of the top course of asphalt. Since the placement of the top asphalt is being advanced primarily to accommodate a Regional purpose, it would seem reasonable that the Regions in turn take on the responsibility to remediate any damage or deterioration of Zenway Boulevard after the interim Highway 427 Arterial Road terminus connection is closed in the future.

To advance the completion and assumption of Zenway Boulevard between Huntington Road and Highway 27, it will be necessary for the City to amend the Subdivision agreement with Vaughan West II Limited and Conair Consumer Products Inc. (Plan 65M- 3992) and Roybridge Holdings Limited (Plan 65M-3627). In addition, since the completion of Zenway Boulevard is being advanced to accommodate a Regional purpose, it is recommended that the Region of York be requested to enter into an agreement with the City to facilitate the remediation of any damage or shortened life span of Zenway Boulevard caused by the projected high traffic volumes that will be using Zenway Boulevard to access and egress the Highway 427 Arterial Road Extension.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 25, CW Report No. 36 – Page 3

#### **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;
- Enhancing and ensuring Community Safety;
- To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement;
- Promoting effective governance; and
- Planning and managing growth, and economic vitality.

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

#### **Regional Implications**

This report is recommending that the Region of York enter into an agreement with the City to facilitate the remediation of any damage or accelerated deterioration to Zenway Boulevard between Old Huntington Road and Highway 27 resulting from the projected high traffic volumes that will be using Zenway Boulevard to access and egress the Highway 427 Arterial Road Extension.

#### **Conclusion**

The Highway 427 Arterial Road extension from Highway No. 7 to Zenway Boulevard is currently under construction and is expected to be opened for traffic at the end of July or early August 2008. The traffic volumes on Zenway Boulevard are projected to increase significantly once the Highway 427 Arterial Road is completed. To provide for the efficient east-west movement of traffic on Fogal Road and Zenway Boulevard, it is recommended that the existing stop controls at the intersection of Fogal Road/Zenway Boulevard and Old Huntington Road be changed to remove the existing east/west stop controls on Fogal Road and Zenway Boulevard and to install new north/south stop controls on Old Huntington Road.

In addition, Zenway Boulevard between Old Huntington Road and Highway 27 will need to be completed early to accommodate the projected high traffic volumes which will be using Zenway to access and egress the Highway 427 Arterial Road Extension. To advance the completion and assumption of Zenway Boulevard, it will be necessary for the City to amend the Subdivision agreement with Vaughan West II Limited and Conair Consumer Products Inc. (Plan 65M- 3992) and Roybridge Holdings Limited (Plan 65M-3627).

Staff is concerned that the projected heavier than normal traffic volumes on Zenway Boulevard may result in damage to the road or premature deterioration of the road surface. Accordingly, it is recommended that the Region of York be requested to enter into an agreement with the City to provide for any necessary remediation of Zenway Boulevard after the Highway 427 Arterial Road connection is closed in the future.

#### **Attachments**

1. Attachment No. 1 – Location Plan

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

Andrew Pearce, Director of Development/Transportation Engineering, ext. 8255

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 25, CW Report No. 36 – Page 4

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 26, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

26

**ASSUMPTION – WOODCREST PHASE 2**  
**19T-87042 / 65R-14329 PART OF 65M-2814**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 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 Development Agreement between 680919 Ontario Limited and the City dated October 22, 1991 for the Woodcrest Phase 2 development and that the municipal services letter of credit be released.

**Economic Impact**

Upon assumption of this development, approximately 120m of storm sewer 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 that are set out in the Development Agreement between the City and 680919 Ontario Limited, dated October 22, 1991.

**Background - Analysis and Options**

The Woodcrest Phase 2 Development is a 5 lot residential development located on the east side of Clarence Street and south of Rutherford Road as shown on Attachment No.1.

The Development Agreement with 680919 Ontario Limited was executed on October 22, 1991, and the construction of the storm sewer within an easement along the rear of the lots was completed in August 1994.

The municipal services in the development 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 municipal services in the development be assumed by the City, and that the development securities held by the City be released.

All documentation required by the Development 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 development and are now satisfied with the extent of the works.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 26, CW Report No. 36 – Page 2**

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, Public Works, 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.

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

This Development 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**

The construction of the municipal services associated with the Woodcrest Phase 2 Development have been completed in accordance with the Development Agreement between the City and 680919 Ontario Limited dated October 22, 1991. Accordingly, it is appropriate that the municipal services in Woodcrest Phase 2 development be assumed and the municipal services letter of credit be released.

#### **Attachments**

1. Location Map

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

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

VR/fc

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 27, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### **27 ASSUMPTION – VELLORE VILLAGE COMMUNITY – MAJORWEST SUBDIVISION, PHASE 1 19T-97V37 / 65M-3560**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 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-3560, and that the municipal services letter of credit be reduced to \$40,000 pending the rectification of some minor streetscape deficiencies in the subdivision to the satisfaction of the City. Once the streetscape deficiencies are rectified to the satisfaction of the City, then the letter of credit will be released.

##### **Economic Impact**

Upon assumption of this development, approximately 1.8 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, 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-3560 by the City.

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

The Majorwest Subdivision, Phase 1, Plan of Subdivision 65M-3560 is a 121 lot and 14 block residential development located on the south side of Major Mackenzie Drive and east of Weston Road as shown on Attachment No.1.

The subdivision agreement with Majorwest Development Corporation was executed on January 21, 2002, and the Plan of Subdivision was subsequently registered on May 8, 2002. The construction of the roads and municipal services in Plan 65M-3560 was satisfactorily completed in August 2004.

The municipal services in the subdivision have now completed the required minimum thirteen month maintenance period and the developer has rectified 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.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 27, CW Report No. 36 – Page 2**

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 the extent of the works with the exception of the Development Planning Department which has requested that \$40,000 be retained to ensure some minor streetscape deficiencies are repaired.

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, Public Works, 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.

The Development Planning Department has requested that \$40,000 be held back in securities to ensure some minor streetscape deficiencies are repaired. The deficiencies include the installation of a section of impressed concrete sidewalk, planting bed maintenance, minor fence repairs and the replacement of a number of dead trees within the subdivision. The developer has begun rectifying these deficiencies and should be completed in the next few weeks.

#### **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**

The intersection of Major Mackenzie Drive and Vellore Woods Boulevard is under the jurisdiction of the Region of York. The Region has advised that they are satisfied with the intersection works and have no objection to the assumption of the subdivision.

#### **Conclusion**

The construction of the roads and municipal services associated with the Major West Subdivision, Phase 1 Plan of Subdivision 65M-3560 has been completed in accordance with the Subdivision Agreement with the exception of some minor deficiencies. Accordingly, it is appropriate that the roads and municipal services in 65M-3560 be assumed and the municipal services letter of credit be reduced to \$40,000. 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.)

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 28, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**28 ASSUMPTION – VELLORE WOODS COMMUNITY – MAJOR SOUTH SUBDIVISION PHASE 2  
19T-97V29 / 65M-3446**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 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-3446, and that the municipal services letter of credit be released.

**Economic Impact**

Upon assumption of this development, approximately 0.75 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, 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-3446 by the City.

**Background - Analysis and Options**

The Major South Phase 2 Plan of Subdivision, 65M-3446 is a 72 lot residential subdivision. The development is located on the east side of Weston Road and north of Rutherford Road as shown on Attachment 1.

The subdivision agreement with MajorSouth Development Corp. was executed on June 12, 2000, and the Plan of Subdivision was subsequently registered on October 18, 2000. The construction of the roads and municipal services in Plan 65M-3446 was completed in July 2003.

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 the extent of the works.



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 28, CW Report No. 36 – Page 2**

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, Public Works, 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.

#### **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**

The construction of the roads and municipal services associated with the Major South Phase 2 Plan of Subdivision 65M-3446 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3446 be assumed and the municipal services letter of credit be released.

#### **Attachments**

1. Location Map

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

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

VR/fc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 29, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**29 ASSUMPTION – VELLORE WOODS COMMUNITY – MAJOR SOUTH SUBDIVISION PHASE 3  
19T-97V29 / 65M-3517**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 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-3517, and that the municipal services letter of credit be released.

**Economic Impact**

Upon assumption of this development, approximately 0.9 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, park and school block, 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-3517 by the City.

**Background - Analysis and Options**

The Major South Phase 3 Plan of Subdivision 65M-3517 is a 69 lot residential development located on the east side of Weston Road and north Rutherford Road as shown on Attachment No.1. This Plan of Subdivision also includes a School and Park Block.

The subdivision agreement with Major South Development Corp. was executed on April 27, 2001, and the Plan of Subdivision was subsequently registered on August 3, 2001. The construction of the roads and municipal services in Plan 65M-3517 was completed in August 2005.

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 the extent of the works.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 29, CW Report No. 36 – Page 2**

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, Public Works, 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.

#### **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**

The construction of the roads and municipal services associated with the Major South Phase 3 Plan of Subdivision 65M-3517 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3517 be assumed and the municipal services letter of credit be released.

#### **Attachments**

1. Location Map

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

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

VR/fc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 30, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**30 ASSUMPTION – VELLORE WOODS COMMUNITY – WATERTOWER SUBDIVISION PHASE 2  
19T-97V28 / 65M-3422**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 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-3422, and that the municipal services letter of credit be reduced to \$5,000 pending the rectification of some minor streetscape deficiencies to the satisfaction of the City. Once the streetscape deficiencies are rectified to the satisfaction of the City, then the letter of credit will be released.

**Economic Impact**

Upon assumption of this development, approximately 0.8 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, 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-3422 by the City.

**Background - Analysis and Options**

The Watertower Phase 2, Plan of Subdivision 65M-3422 is a 70 lot residential development located on the east side of Weston road and north of Rutherford Road as shown on Attachment No.1.

The subdivision agreement with Majorsouth Development Corp. was executed on June 01, 2000, and the Plan of Subdivision was subsequently registered on August 4, 2000. The construction of the roads and municipal services in Plan 65M-3422 was completed in July 2005.

The municipal services in the subdivision have now completed the required minimum thirteen month maintenance period and the developer has rectified 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.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 30, CW Report No. 36 – Page 2**

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 the extent of the works with the exception of the Development Planning Department which has requested that \$5,000 be retained to ensure some minor streetscape deficiencies are repaired.

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, Public Works, 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.

The Development Planning Department has requested that \$5,000 be held back in securities for minor streetscape deficiencies. The deficiencies include the planting bed maintenance, general clean up and the replacement of 3 dead trees. The developer has begun rectifying these deficiencies and should be completed in the next few weeks.

#### **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**

The construction of the roads and municipal services associated with the Watertower Phase 2 Plan of Subdivision 65M-3422 has been completed in accordance with the Subdivision Agreement with the exception of some minor streetscape deficiencies. Accordingly, it is appropriate that the roads and municipal services in 65M-3422 be assumed and the municipal services letter of credit be reduced to \$5,000. 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.)

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 31, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**31**

**ASSUMPTION – MULTIPLE FAMILY DEVELOPMENT  
19T-93008 / BLOCK 1 ON PLAN 65M-3063**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 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 Development Agreement between West Maple Creek Lands Ltd. and the City, dated December 11, 1995 for the development on part of Block 1 on Plan 65M-3063, and that the municipal services securities in the amount of \$26,500 be retained pending the rectification of some minor streetscape deficiencies to the satisfaction of the City. Once the streetscape deficiencies are rectified to the satisfaction of the City, then the securities will be released.

**Economic Impact**

Upon assumption of this development, approximately 0.9 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, park, 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 that are set out in the Development Agreement between the City and West Maple Creek Lands Ltd., dated December 11, 1995.

**Background - Analysis and Options**

The Multiple Family Development, plan of development is a 42 lot residential development located on the east side of Jane Street and north of Rutherford Road as shown on Attachment No. 1.

The Development Agreement with West Maple Creek Lands Ltd. for the development of the subject lands was executed on December 11, 1995. The construction of the roads and municipal services in the development was completed in July 2000.

The municipal services in the development have now completed the required minimum thirteen month maintenance period and the developer has rectified 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 development be assumed by the City, and that the development securities held by the City be released.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 31, CW Report No. 36 – Page 2**

All documentation required by the development 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 development and are now satisfied with the extent of the works with the exception of the Development Planning Department which has requested that \$26,500 be retained to ensure landscaping deficiencies on Melville Avenue and Parktree Road are repaired.

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, Public Works, 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.

The Development Planning Department has requested that \$26,500 be held back in securities for streetscape deficiencies. The deficiencies include the wood fence repairs and maintenance and clean up of planting beds. The developer has begun to rectify these deficiencies and should be completed in the next few weeks.

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

The development of this development 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**

The construction of the roads and municipal services that are set out in the Development Agreement between the City and West Maple Creek Lands Ltd., dated December 11, 1995 have been completed with the exception of some minor deficiencies. Accordingly, it is appropriate that the roads and municipal services set out in the Development Agreement be assumed and the municipal services securities be held in the amount of \$26,500. Once the streetscape deficiencies are repaired and completed to the satisfaction of the City, the municipal securities will be released.

#### **Attachments**

1. Location Map

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

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

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 32, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**32            ASSUMPTION – MULTIPLE FAMILY HOUSING, PHASE 3 (LUCENA CRESCENT)  
                 19T-93008 / BLOCK 2 ON PLAN 65M-3063**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:**

**Recommendation**

The Commissioner of Engineering and Public Works recommends:

That the necessary by-law be passed assuming the municipal services that are set out in the Development Agreement between West Maple Creek Lands Ltd. and the City, dated June 4, 1998 for the development on Block 2 on Plan 65M-3063 and that the municipal services letter of credit be released.

**Economic Impact**

Upon assumption of this development, approximately 0.4 lane kilometers of roadway and associated municipal services including sanitary sewers, watermain, street lighting, streetscaping, sidewalk, 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 that are set out in the Development Agreement between the City and West Maple Creek Lands Ltd., dated June 4, 1998.

**Background - Analysis and Options**

The Multiple Family Housing Phase 3 development is a 139 unit residential development located on the east side of Jane Street and north of Rutherford Road as shown on Attachment No.1.

The subdivision agreement with West Maple Creek Lands Ltd. was executed on June 4, 1998, and the construction of the roads and municipal services in the development was completed in July 2000.

The municipal services in the development 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 development has been certified by the Developer's engineering consultant. Accordingly, the Developer has requested that the roads and municipal services in the development be assumed by the City, and that the development securities held by the City be released.

All documentation required by the development 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 development and are now satisfied with the extent of the works.



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 32, CW Report No. 36 – Page 2**

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, Public Works, 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.

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

This development 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 municipal servicing development.

#### **Conclusion**

The construction of the roads and municipal services associated with the Multiple Family Housing Phase 3 have been completed in accordance with the provisions of the Development Agreement between the City and West Maple Creek Lands Ltd. dated June 4, 1998. Accordingly, it is appropriate that the roads and municipal services in this development be assumed and the municipal services letter of credit be released.

#### **Attachments**

1. Location Map

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

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

VR/fc

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 33, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**33**

#### **BLOCK 11 VALLEY ROAD CROSSINGS DEVELOPMENT CHARGE – INTERIM PAYMENT**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering & Public Works and the Deputy City Manager/Commissioner of Finance & Corporate Services/City Treasurer, dated June 16, 2008:**

##### **Recommendation**

The Commissioner of Engineering & Public Works and the Deputy City Manager/Commissioner of Finance & Corporate Services/City Treasurer, in consultation with the Commissioner of Legal & Administrative Services/City Solicitor, recommend:

That Council authorize an interim payment to the Block 11 Landowners' Group of \$5,000,000 with respect to the design and construction of the seven valley road crossings in Block 11 with funding from Capital Projects 1581-0-06 and DT-7001-08, subject to the Block 11 Landowners' Group providing the City with satisfactory proof that the works have been constructed in accordance with the approved construction drawings and City standards, and a statutory declaration that all contractors and subcontractors associated with the construction of the valley road crossings have been paid.

##### **Economic Impact**

The City's Development Charge By-law identifies the seven valley crossings in Block 11 as growth related projects. In particular, the seven valley crossings are included as a City-wide Development Charge project (Appendix H, Table 13 in the 2003 Development Charge Background Study) in the Development Charges By-law 350-03 at an estimated cost of \$15.96 million.

At the request of the City, the Block 11 Spine Agreement, dated August 11, 2006, requires the Block 11 Landowners' Group to design and construct the valley crossings as part of the initial stage of the development in Block 11. The provisions of the Block 11 Spine Agreement also obligate the Block 11 Landowners' Group to enter into a separate financial agreement with the City in respect to the repayment of the cost associated with the design and construction of these growth related projects.

Capital Projects 1581-0-06 and DT-7001-08 allocate funds from City-wide Development Charges to reimburse the Block 11 Landowners' Group for the design and construction of the Block 11 Valley Crossings. Additional funds will be identified in subsequent capital budgets for the balance of the required funds once the repayment plan is finalized. There are sufficient budgeted funds to cover the recommended interim payment to the Block 11 Landowners' Group.

##### **Communications Plan**

There is no specific communication plan associated with this report.

##### **Purpose**

The purpose of this report is to seek Council authorization to make an interim payment to the Block 11 Landowners' Group for the design and construction of the seven valley road crossings within Block 11, which are development charge projects.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 33, CW Report No. 36 – Page 2

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

The Block 11 Community Plan was approved by Council on August 23, 2003. Individual draft plans of subdivision within the block were subsequently approved by Council and development in the Block has proceeded in phases based on the availability of servicing capacity.

The servicing in Block 11 proceeded on the basis of a spine servicing concept followed by the servicing of the individual subdivisions. Pursuant to the Block 11 Spine Servicing Agreement, the Block 11 Landowners' Group is required to design and construct the seven valley road crossings as part of the initial phase of the development so the primary road network would be established at the outset of the development.

The location of the seven valley road crossings are illustrated on Attachment No. 1 and described below:

- Bridge Crossing 1 – South end of Thomas Cook Avenue
- Bridge Crossing 2 – East end of Marc Santi Boulevard
- Bridge Crossing 3 – Midpoint of Marc Santi Boulevard
- Con Span Culvert Crossing 4 – West end of Marc Santi Boulevard
- Con Span Culvert Crossing 5 – Located on Lebovic Campus Drive
- Bridge Crossing 6 – East end of Valley Vista Drive (to be constructed)
- Con Span Culvert Crossing 7 – West end of Valley Vista Drive

The Block 11 valley crossings are included in the City-Wide Development Charges By-Law as growth related projects. Partial funding for the Block 11 valley crossings have been included in the City's 2006 and 2008 approved Capital Budgets as Projects 1581-0-06 and DT-7001-08.

The valley road crossings were designed and constructed by the Block 11 Landowners' Group in 2005/06 with the exception of the Bridge 6 Crossing. This remaining structure will be completed in conjunction with the second phase of the block development.

Staff is currently working with the Block 11 Landowners' Group and their engineering consultants to establish the total cost of the valley crossings. Preliminary estimates suggest that the total cost of the infrastructure is much greater than originally estimated in the Development Charge Background Study. Based on information provided by the Block 11 Landowners' Group, the actual cost of this infrastructure could reach close to \$25.3 million when all complete. Given this significant increase, it will take additional time to reconcile the final costs. Since the Block 11 Landowners' Group has front-ended financed the total cost of this infrastructure to date at the request of the City, and they have also paid the City about \$3.70 million in Engineering Development Charges, it is appropriate to reimburse the Landowners' Group a portion of the cost of the works now and then address the repayment of the balance of the funds through the terms of the financial agreement. It is anticipated that the financial agreement will be drafted in the coming months and brought forward to Council for approval in the fall of 2008.

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

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

- The pursue of excellence in service delivery;
- Planning and managing growth and economic vitality; and
- The demonstration of leadership and promotion of effective governance.

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 33, CW Report No. 36 – Page 3

#### **Regional Implications**

There are no Regional Implications associated with this report.

#### **Conclusion**

At the request of the City, the Block 11 Landowners' Group designed and constructed six out of the seven valley road crossings as part of the initial stage of the development in Block 11 (2005/06). The remaining structure will be completed in conjunction with the next phase of the block development. These valley crossing structures are growth related projects which are included in the City's Development Charge By-law.

Staff is working with the Block 11 Landowners' Group to reconcile the final cost of the works. The initial accounting of the costs suggests that the actual cost of the works is much higher than originally estimated in the Development Charge Background Study. Considering the Block 11 Landowners' Group has front-ended the cost of these works for an extended period of time, and it will take more time to reconcile the final costs and to execute a financial agreement, it is appropriate that the City provide the Block 11 Landowners' Group with an interim reimbursement of \$5,000,000 from funds in the approved 2006 and 2008 Capital Budgets.

#### **Attachment**

1. Block 11 Valley Road Crossing Location Plan

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

Andrew Pearce, Director of Development/Transportation Engineering, Ext. 8255  
Ferruccio Castellarin, Director of Investments and Reserves, Ext. 8271

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 34, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**34**

**REQUEST FOR SIDEWALK INSTALLATION  
AT LANGSTAFF ROAD AND PLEASANT RIDGE AVENUE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 16, 2008:

**Recommendation**

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

1. That Engineering staff be authorized to undertake a design and call tenders for the construction of a sidewalk connecting West Crossroads Park with the intersection of Langstaff Road and Pleasant Ridge Avenue, and a sidewalk from that intersection, along the south/west side of Langstaff Road to the commercial plaza at the corner of Langstaff Road and Highway 7, at an estimated cost of \$70,000; and
2. That the project be funded from Capital Project Account EN-1706-08, the 2008 Sidewalk Infill Program.

**Economic Impact**

Should this project be approved by Council, the estimated cost of \$70,000 for the project would be paid out from the 2008 budget account No. EN-1706-08, which is an account for sidewalk infill projects, funded by City-Wide Development Charges - Engineering. As such, there is no additional economic impact to the 2008 Capital Budget.

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

**Communications Plan**

If the project is approved by Council and proceeds to construction, staff will advise the Ward Sub-Committee and will send out a letter to the affected property owners advising them of the project details, start and duration of construction and contact information for contractor and city staff.

**Purpose**

To comply with Council's direction to investigate the need for and the feasibility of installing a sidewalk in the area of Langstaff Road and Pleasant Ridge Avenue.

**Background - Analysis and Options**

Council at its meeting on May 26, 2008 (Item 32, Report No. 27 of the Committee of the Whole approved by Council on May 26, 2008) directed:

- “ 1. That Engineering staff, in consultation with the Region of York investigate the need for and the feasibility of installing a sidewalk in the area of Langstaff Road and Pleasant Ridge Avenue to provide pedestrian access between adjacent developments and the plaza at Langstaff and Highway 7.
2. That staff report back to a future Committee of the Whole by June 2008.”

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 34, CW Report No. 36 – Page 2**

Local residents have contacted Councillor Racco's office requesting that a sidewalk be built in the Langstaff Road and Pleasant Ridge Avenue area. The Yellowwood subdivision bordered by Langstaff Road, Highway 7 and Dufferin Street has no pedestrian links to allow pedestrians access to the adjacent area on the north side of Langstaff Road. This is of particular concern to students attending schools north of Langstaff Road, or pedestrians who wish to access the commercial plaza at Langstaff Road and Highway 7. The fence surrounding the park has been subject to repeated damage, possibly due to pedestrians attempting to climb over or break through the fence.

Constructing a sidewalk through West Crossroads Park would greatly improve access to the park and the local subdivision. It may also improve pedestrian safety, and may reduce the incidents of damage to the fence.

Engineering staff have reviewed the site to determine the feasibility of a sidewalk through the study area. A preliminary design was created which conforms to the existing grading and drainage patterns of West Crossroads Park and Langstaff Road, while preserving as much landscaping as possible. The preliminary design has also been reviewed with the Parks Department staff, and their staff will be involved in the detailed design. Refer to Attachment 2 for the preliminary layout.

If Council approves this project, and the design receives timely approval by the Region of York, staff estimates that the sidewalk can be completed before the end of the 2008 construction season.

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

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

- Pursue Excellence in Service Delivery;
- Enhance and Ensure Community Safety, Health & Wellness; and
- Lead and Promote Environmental Sustainability

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

#### **Regional Implications**

Since Langstaff Road is a Regional Road, the proposed sidewalk within the Langstaff Road right-of-way would require design approval by the Region. The preliminary design has been forwarded to the Region for comments.

#### **Conclusion**

Staff recommends that the sidewalk connecting West Crossroads Park with the intersection of Langstaff Road and Pleasant Ridge Avenue be constructed in 2008 as described in this report at an estimated cost of \$70,000. Sufficient funding is available in the 2008 Sidewalk Infill Program in the Capital Budget.

#### **Attachments**

1. Location Map
2. Preliminary Site Plan

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 34, CW Report No. 36 – Page 3

**Report prepared by:**

Colin Cassar, C.E.T., Senior Engineering Assistant, ext. 3112  
Tom Ungar, P. Eng., Manager, Design Services, ext. 3110

CC:mc

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 35, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**35**

**WATER FOUNTAINS AND AERATION DEVICES  
IN STORM WATER MANAGEMENT FACILITIES**

**The Committee of the Whole recommends:**

- 1) That this matter be referred back to staff for further investigation and to explore the opportunity to fine tune the criteria for determining the placement of water fountains in assumed storm water management ponds;**
- 2) That staff explore other cost effective measures for other aeration devices; and**
- 3) That the following report of the Commissioner of Engineering and Public Works, the Director of Public Works, and the Director of Development / Transportation Engineering, dated June 16, 2008, be received.**

**Recommendation**

The Commissioner of Engineering and Public Works, the Director of Public Works and the Director of Development / Transportation Engineering recommend:

1. That Council provide direction to Staff with respect to the installation of an electrically driven water fountain in the assumed storm water management pond located at Rutherford Road and Napa Valley Avenue in Block 53, and at Rutherford Road and Weston Road in Block 39.

**Economic Impact**

The implementation, operation and maintenance of fountains and/or aeration devices within storm water management facilities on a permanent basis will impact current operating and capital budgets. The degree of budget implications will vary depending on the total number of fountains and/or aeration devices installed throughout the City and the period of time in which they remain in operation.

Based on the results of the Block 10 Sugar Bush water fountain pilot project, the total capital cost to purchase and install one water fountain unit is about \$40,000. The yearly operating and maintenance cost is approximately \$14,000 excluding life-cycle replacement costs as detailed on Attachment No. 1 to this report.

The approved 2008 Capital Project No. PW-2001-08 allocates \$180,000 to initiate year one of a five year implementation plan for the installation of water fountain/aeration devices in assumed storm water management facilities throughout the City. Based on the pilot test, the Public Works Operating Budget will need to be increased by approximately \$20,000 per new fountain to provide for the associated annual operating, maintenance, storage and life-cycle costs.

**Communications Plan**

The residents in the vicinity of a storm water management facility that has been selected for the installation of a fountain or aeration device will be notified by direct mailing in advance of the device being installed.



CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 35, CW Report No. 36 – Page 2

**Purpose**

Council, at its meeting of May 26, 2003, requested Staff to investigate the feasibility, need and costs associated with the installation of water fountains in the City's storm water management facilities (SWMF). In response to this request, Staff submitted a comprehensive report on the matter to the Committee of the Whole meeting on August 18, 2003. Council, at its meeting on August 25, 2003, adopted the following resolution:

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

Subsequently on May 25, 2004, Council adopted the recommendations of Item 2, Report No. 9, of the Budget Committee that directed:

*"Staff provide a report on a Five Year Plan for implementation of aeration devices for storm water management ponds; and*

*All future subdivision agreements include a clause requiring developers to supply and install, at their cost, water aeration devices in storm water management ponds where the City deems it to be appropriate and necessary."*

Then on June 26, 2006, Council adopted the recommendations of Item 37, Report No. 37, of the Committee of the Whole as follows:

*"That aeration devices be installed in storm water management ponds where water conditions are positively identified as breeding grounds for mosquitoes, as determined by the Region of York's Health Unit or where water quality concerns have been identified by Staff, and then only if a more economical solution can not be found;*

*That water fountains be installed in storm water management ponds to visually enhance and promote the City of Vaughan in highly visible areas adjacent to arterial roads and/or within key district centre areas of the City, provided that the pond is deemed to be a suitable candidate for a water fountain as assessed by Staff on a site specific basis;*

*That a Storm Water Management Pond Water Fountain Pilot Project be implemented at the Sugarbush Pond located just north of Highway 7 between Bathurst Street and Thornhill Woods Drive to fully assess the installation, operation and maintenance requirements of electrically driven water fountains; and*

*That the Five Year Implementation Strategy for the installation, operation and maintenance of fountains and aeration devices in storm water management ponds and all associated financial implications be deferred for consideration to a future Budget Committee meeting, following the completion of the Storm Water Management Pond Water Fountain Pilot Project."*

Later on November 12, 2007, Council adopted the recommendations of Item 33, Report No. 50, of the Committee of the Whole requesting that:

*"Staff provide a report on water aeration devices for storm water management ponds."*

The purpose of this report is to present the findings of the Sugarbush Pond Water Fountain Pilot Project and to seek direction from Council with respect to installing water fountains in two storm water management facilities located in Woodbridge.

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**Background – Analysis and Options**

For context, storm water management techniques are necessary to mitigate the effects of urbanization on the hydrologic cycle, and have been incorporated as part of the municipal services in new development in the City since the early 1980's. Currently, the City owns approximately 120 SWMF. It is anticipated that through further development within the City, an additional 80 SWMF will be constructed over the next 20 years. SWMF are designed to maintain the existing hydrologic cycle while protecting water quality and preventing increased erosion and flooding. Over the last few years, new storm water management facilities have been integrated as focal features in new communities.

**Summary of Pilot Project Findings**

Pursuant to Council direction, the City purchased one electrically driven water fountain unit for the purpose of conducting a pilot project to accurately assess the financial, operational and maintenance implications of its use in a SWMF. The electrically driven fountain was installed and operated by Public Works Department Staff in the Sugarbush SWMF over a two year period during the summer months of 2006 and 2007.

The Sugarbush SWMF is located just north of Highway 7 between Bathurst Street and Thornhill Woods Drive in Block 10. One of the key factors considered in the selection of this pond for the pilot project was its significant set back from existing residential dwellings and roadways. In addition, there was good visibility of the fountain from both Highway 7 and Highway 407, hydro electricity was readily available to it from the surrounding residential community, and it was easily accessible for installation, operation and maintenance purposes. The fountain was installed during the summer months after the power source and all related infrastructure had been secured. By all accounts, the water fountain improved the visual esthetics of the SWMF and enhanced, in a small way, the livability of the neighbouring community.

From a financial perspective, the total one time capital cost to purchase and install the fountain unit was \$39,800. The yearly operating and maintenance cost (excluding the life-cycle replacement cost) was \$13,400. A detailed cost breakdown including staffing needs and equipment has been included in Attachment No. 1. It should be noted that capital and operating costs will vary depending upon the required size of the fountain, the maintenance schedule and the duration of operation.

The results of the pilot project also identified a number of logistical and technical challenges as summarized below.

1. A minimum permanent pool depth of 1.8 metres is required in order to ensure water fountains in storm ponds will function properly. Ministry of Environment guidelines recommend a mean permanent pool depth between 1.0 and 2.0 metres. It is important to note that few storm water management ponds are designed to meet the upper range of this criterion.
2. Where permanent pool depths are less than 1.8 metres, excavation is required up to the perimeter of the existing permanent pool resulting in the creation of steeper side slopes around the perimeter of the permanent pool which increases the risk to public safety.
3. In order to ensure that fountains continue to function properly and that water quality control features of the pond are not compromised, re-establishment of the pond's desired permanent pool depth is required after every 2<sup>nd</sup> summer season as sediment accumulation in ponds retrofitted with fountains is significantly accelerated. This results in increased clean-out operations including excavation, removal and disposal of sediment

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

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materials. The turbulence in the water caused by the pump units within the fountains cause increased re-suspension of silts and sands within the permanent pool area of the ponds.

4. As the unit is susceptible to damage from freezing, significant staff time, labour and equipment is required to remove the unit in the fall and replace it in the spring so that it is not subject to freezing. Due to the nature of the installation and removal activities, it is anticipated that at a minimum a 5 tonne 25' boom truck is required to allow for ease of installation and removal of each fountain unit.
5. The electrically driven water fountain unit must be removed from the SWMF and stored during the winter months. Based on the physical size of the water fountain used at the pilot project location, storage space equivalent to a small office is required for each fountain. If the City was to purchase additional units, dedicated storage space would be required, as residual space at the existing works yards is not available. One solution to this problem is to construct a storage shed within the pond to house the fountain over the winter months. The Town of Milton has taken this approach for their fountain located in the pond adjacent to Highway 401.
6. Significant Staff time is required for regular twice a week inspection of each fountain unit.
7. The pilot project revealed that the pump unit within the fountain needed to be completely re-built after the 3<sup>rd</sup> summer seasons due to the abrasive nature of the water in the permanent pool of the pond which contains suspended silts and fine sands. The cost to re-build a single pump unit is about \$3,000.
8. Significant additional costs may be required in cases where excavated sediment accumulation material from permanent pools is found to be contaminated and thereby requiring proper disposal in accordance with provincial regulations and guidelines.
9. One of the key design functions of a SWMF is to settle out the suspended silts, fine sands and sediments that are collected by the run-off as it travels along the roadways before entering the facility. The settling of sediments is achieved by storing the water in the SWMF for an extended period of time (generally 48 hours after a rain event), which allows the sediments to settle out and accumulate on the bottom of the facility. This function allows cleaner water to then be released from the storm water facility back into the natural environment. Once the accumulation of sediments at the bottom of the pond gets to a certain depth, it would need to be cleaned out. The introduction of a water fountain in a SWMF is somewhat counter productive to the water quality function of the SWMF as it acts to agitate the water in the permanent pool which can cause the sediments to be re-suspended in the water.

The above matters should be factored into the decision process where an additional water fountain is being proposed.

#### Site Specific Technical Feasibility Investigation

The Pilot Project has reinforced the need to undertake a detailed technical feasibility investigation on a site specific basis in order to determine if a water fountain may be installed in a specific storm pond.

As a result, and in accordance with previous Council direction, where an assumed SWMF is identified as a breeding ground for mosquitoes, and where a more economical solution can not be achieved, the installation of a wind driven aeration device or electrically driven water fountain may be considered based on the following criteria:

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1. Depth of permanent water pool in the pond.
2. Existing silt build up in the pond.
3. Availability of hydro electricity to the pond area.
4. Feasibility of bringing a power supply to the pond site.
5. Accessibility for installation, operation and maintenance.
6. Potential disruption in water quality functionality of the pond.
7. Susceptibility to vandalism.
8. Overall public safety.
9. Aesthetic value/benefits.
10. Visibility in the community.
11. Susceptibility of disturbance to neighboring residential areas due to increases in noise or other disruptive factors.

#### Water Aeration Devices

Given the significant costs and limited application potential associated with operating electrically driven water fountains in storm water management ponds, a less expensive and more practical option for providing aeration to stagnant water in ponds is available.

In assumed SWMF where water conditions have been positively identified as breeding grounds for mosquitoes known to carry the West Nile Virus (as determined by the Region of York's Health Unit) or where other water quality concerns have been identified by Staff (such as odours caused by stagnant water), wind driven aeration devices may be installed. It is important to note that aeration devices only serve to maintain movement of the water in the pond but do not produce a spray of water like the water fountain.

The capital costs associated with the supply and installation of a wind driven aeration device is approximately \$3,500. The annual operating cost is approximately \$1,500.

Wind driven aeration devices may be installed and operated in storm ponds as required on a site-specific basis where funding remains available and has been approved in accordance with yearly budget deliberations.

#### Timing for Installation of Aeration Devices / Water Fountains

Developers are required to design and construct new storm water management facilities and maintain them until assumption by the City. During the construction of the subdivision, storm water management ponds are generally exposed to significant sediment loading and often require cleaning before assumption by the City. As a result, it is not practical to equip a SWMF with a wind driven aeration device or an electrically driven water fountain until the tributary drainage area is established and the facility has been assumed by the City.

#### Environmental Sustainability

Over the past few years, the City has made a renewed commitment to the environment. This includes the on-going development of an Environmental Master Plan, and looking at issues associated with sustainability. Given the growing concern over unnecessary usage of hydro electricity, and the promotion of energy conservation in general, the use of hydro powered water fountains in storm water management ponds would not be consistent with the City's new "green" approach to environmental issues.

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The implementation of water fountains in storm ponds will increase the City's inventory of non-sustainable infrastructure. Given the results of the pilot project, peak operation and maintenance activities associated with fountains will be required in the spring and fall seasons which are typically the busiest times of the year for Public Works operations Staff. The introduction of additional operation and maintenance responsibilities associated with water fountains will impact service levels unless additional resources are provided.

#### **Neighbouring Municipalities**

Based on an informal poll, a small number of our neighbouring municipalities have installed water fountains in a few prominent storm water management facilities for esthetic reasons only. For example, the Town of Milton has had a fountain operating in the storm water management facility located adjacent to Highway 401 for a number of years. In discussions with staff at the Town of Milton, they expressed very similar operational and maintenance concerns with respect to water fountains to those outlined in this report.

#### **Ministry of Environment Guidelines & Initiatives**

Storm water management pond design guidelines commonly used by municipalities within Ontario are adopted from the Storm Water Management Planning and Design Manual published by the Ontario Ministry of Environment (MOE). Mosquito abatement measures within storm water management ponds are not addressed in the current version of the design manual. However, the MOE has established a storm water management pond West Nile Virus working group which includes representatives from several Ministries, Conservation Authorities and Health Units.

A report entitled "A Jurisdictional and Literature Review of Storm Water Management Ponds and West Nile Virus, January 2007" was recently updated by this group. The conclusions of this report suggest that storm water management ponds do not pose a significant West Nile Virus risk unless they are improperly designed, poorly operated or improperly maintained thereby allowing for the presence of stagnant water.

Further, the working group is preparing a draft document entitled "Best Practices for Reducing the Risk of West Nile Virus in Storm Water Management Ponds" scheduled to be released shortly by the Ministry of Environment. The monitoring of over 750 storm water management ponds was conducted mainly in Southern Ontario between 2003 and 2006 for the preparation of this Best Practices document.

It is anticipated that these guidelines will assist municipalities, land developers, health units and other stake holders to consider what best practices may be necessary in managing ponds to reduce the risk of West Nile Virus.

#### **Candidate Sites for Water Fountains**

Based on the preliminary desk top review of the design parameters associated with the assumed SWMF in prominent areas of the City, it has been determined that the storm water management pond located at Rutherford Road and Napa Valley Avenue in Block 53, and at Rutherford Road and Weston Road in Block 39 qualify as potential candidate ponds for the installation of fountains. A detailed field investigation will be required to assess the current state of these SWMF prior to proceeding with the purchase and installation of the fountains.

#### **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 pursuit of excellence in service delivery.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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However, the installation of water fountains in storm water management facilities tends to conflict with the strategic goals and objectives related to:

- Leading and promoting environmental sustainability;
- Enhance productivity, cost effectiveness and Innovation;
- Ensure Financial Sustainability; and
- Maintaining assets and infrastructure.

#### **Regional Implications**

There will be no Regional implications resulting from the adoption of this report.

#### **Conclusion**

It is anticipated that the City will own and operate approximately 202 storm water management facilities over the next 20 years.

The Block 10 Sugarbush Pond Pilot Project provided an accurate assessment of the financial, operational and maintenance requirements related to the installation of water fountains in storm ponds. The pilot project revealed that the total capital costs to purchase and install the Sugarbush water fountain unit was \$39,800. The annual operating and maintenance cost was \$13,400 excluding life-cycle replacement costs. In addition, the pilot study identified that the implementation, operation and maintenance of fountains or aeration devices within storm water management ponds on a permanent basis will result in significant impacts to the current operating and capital budgets. In addition to costs, a number of other logistical and technical constraints were noted during the pilot project resulting in limited application potential for water fountains in storm ponds. A less expensive and much more practical option for providing aeration to stagnant water in ponds is available by installing wind driven aeration devices. These devices can easily be installed in virtually any wet pond with little effort. The capital cost associated with a wind driven aeration device is approximately \$3,500. The yearly operating costs are approximately \$1,500.

The use of electrically driven fountains is not keeping with the overall move towards environmental sustainability and energy conservation, or the City's commitment to the environment in general. On the other hand, water fountains in prominent storm water management ponds provide certain esthetic qualities. Accordingly, staff is seeking direction from Council with respect to the installation of an electrically driven water fountain in the assumed storm water management pond located at Rutherford Road and Napa Valley Avenue in Block 53, and at Rutherford Road and Weston Road in Block 39.

#### **Attachments**

1. Sugarbush Pond Water Fountain Pilot Project Cost Summary

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

Saad Yousaf, Storm Drainage Engineer, Ext. 8251

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

Rob Meek, Manager of Environmental & Technical Services, Ext. 6100

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 36, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By receiving the memorandum from the Director, Enforcement Services, dated June 18, 2008.***

**36                      ENFORCEMENT SERVICES – MOTORIZED TRAIL BIKES**

**The Committee of the Whole recommends:**

- 1)        That the Director of Enforcement Services be directed to proceed with the acquisition of the additional enforcement equipment based on the cost estimates provided;**
- 2)        That staff provide written confirmation of the Corporate Sponsor's commitment to provide trail bikes at no charge, for the Council meeting of June 23, 2008;**
- 3)        That the following report of the Director of Enforcement Services, dated June 16, 2008, be received.**

**Recommendation**

The Director of Enforcement Services seeks direction on this matter

**Economic Impact**

Motorized trail bikes suitable for the intended work cost approximately \$7,500. each. The safety gear for staff would cost approximately \$1,000. in addition, some miscellaneous costs of another \$1,000. would be required. The cost of the initiative would not be expected to exceed \$20,000.

**Communications Plan**

N/A

**Purpose**

This report is to provide additional information relating to the acquisition of additional enforcement equipment to conduct patrols of Parks and Open Spaces.

**Background - Analysis and Options**

Council, at its meeting of May 26, 2008 recommended that:

“The Committee of the Whole recommends that this matter be referred to staff for a comprehensive report, including the feasibility of sharing vehicles with Vaughan Fire and Rescue Services.”

Staff have conducted a review of the options and comments and report as follows:

**a)        Comparables**

Several municipalities in the general area have similar kinds of patrols of their open spaces.

Richmond Hill has purchased two All Terrain Vehicles to patrol their open spaces. Their patrols are conducted both independently and in conjunction with York Regional Police.

.../2

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Kitchener operates trail bikes to patrol their open space patrols and they also operate them for parking enforcement.

Oshawa is currently in the planning stages to implement a trail bike program in conjunction with Durham Regional Police in 2009.

Brampton, Mississauga, and Markham do not have similar programs.

#### **b) Options**

The option of an all terrain vehicle compared to a street legal trail motorcycle was reviewed. It is recommended that the trail motorcycle be the preferred option due to the economics outlined below.

Trail bikes generally cost approximately \$1,000. per unit less than all terrain vehicles.

As with the City of Kitchener model, the trail bikes can be utilized on the road, therefore, allowing staff to operate the trail bikes without having to trailer them to a location. This option would realize savings on the cost of a trailer and fuel costs as there is no need for a truck to tow them to a patrol site.

Due to the preferred choice of vehicle type, there would be no opportunity to share the vehicle with Vaughan Fire and Rescue Service.

#### **c) Training**

It is not expected that cost of training will not be an issue.

Enforcement Services Department has a certified motorcycle instructor from Toronto Police Services on compliment. Training for those uniformed staff members that already have a motorcycle rating on their driver's license will be conducted by this staff member, and will be designed to meet the specific operational needs.

As more staff obtain their motorcycle rating, additional training will be conducted at no additional cost to the City.

#### **d) Other Information**

It has been the policy of Enforcement Services that staff will not engage in pursuits of persons fleeing. This policy will not change. Persons that decide to flee will not be pursued by staff. The objective of the enforcement Services Department is to bring an end to illegal activity. By persons departing the area, this objective will be accomplished.

Should illegal activity be witnessed and persons identified, charges under the applicable By-laws will be considered.

As indicated in the report, York Regional Police have expressed an interest in conducting joint patrols in problem open space areas. This combined enforcement approach will enhance the enforcement impacts on these areas.

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

This report is in keeping with the Vaughan Vision 2020, specifically: Pursue Excellence in Service Delivery; Enhance Productivity, Cost Effectiveness & Innovation.



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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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**Regional Implications**

N/A

**Conclusion**

The acquisition of motorized trail bikes would be an effective method of patrolling and deterring illegal use of open spaces within the City of Vaughan.

**Attachments**

N/A

**Report prepared by:**

Tony Thompson

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 37, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**37**

**SIGN VARIANCE APPLICATION  
FILE NO: SV.08-07  
OWNER: CONCORD CONFECTIONS LTD.  
LOCATION: 336 COURTLAND AVENUE  
BLOCK 6, REGISTERED PLAN 65M-2745**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 16, 2008:**

**Recommendation**

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-07, Concord Confections Ltd., be APPROVED, subject to MTO approval.

**Economic Impact**

None.

**Communications Plan**

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

**Purpose**

Request to install one wall sign at the north end of the building in lieu of three wall signs approved as part of SV.96-013 of the subject property as shown on the attached drawings.

**Background - Analysis and Options**

6.2 (a) Where a site plan approved by the City provides standards for signage and the signs for the development comply therewith, such signs shall be deemed to comply with this By-Law.

**Relationship to Vaughan Vision 2020**

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

**Regional Implications**

Region of York Engineering approval is not required for the proposed signs.

**Conclusion**

The By-law permits only those wall signs approved on the site plan agreement. A Sign Variance was approved (File No. SV.96-013) for 9 additional wall signs. The applicant is proposing to install one wall sign at the north end of the building in lieu of three wall signs approved as part of SV.96-013 as shown on the attached drawings. Upon approval of the sign variance by Council a Sign Permit issued by the Building Standards Department is required.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 37, CW Report No. 36 – Page 2

**Attachments**

1. Site Plan
2. Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 38, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**38**

**SIGN VARIANCE APPLICATION**

**FILE NO: SV.08-09**

**OWNER: 1521425 ONTARIO INC.**

**LOCATION: 435 BOWES ROAD, UNIT 1A, LOT 16, REGISTERED PLAN 7925**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 16, 2008:**

**Recommendation**

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-09, 1521425 Ontario Inc., be APPROVED.

**Economic Impact**

None.

**Communications Plan**

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

**Purpose**

Request to install a wall sign on the second floor of the building face of the subject property as shown on the attached drawings.

**Background - Analysis and Options**

6.6 (f) Wall signs shall only be located at the storey having direct access to a street, except that where a premises occupies all stories in a multi-storey building the wall sign may be erected on the next storey immediately above the storey having direct access to the street.

**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**

Region of York Engineering approval is not required for the proposed signs.

**Conclusion**

The By-law permits only wall signs on the ground floor of the subject building. The applicant occupies only the second floor and is proposing to install a wall sign on the second floor of the building face as shown on the attached drawings. Upon approval of the sign variance by Council a Sign Permit issued by the Building Standards Department is required.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 38, CW Report No. 36 – Page 2

**Attachments**

1. Site Plan
2. Sketch of Sign

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 39, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**39**

**SIGN VARIANCE APPLICATION  
FILE NO: SV.08-011  
OWNER: GALCAT INVESTMENTS INC.  
LOCATION: 200 GALCAT DRIVE, LOT 2, CONCESSION 6**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated June 16, 2008:**

**Recommendation**

The Sign Variance Committee recommends:

That Sign Variance Application SV.08-011, Galcat Investments Inc., be APPROVED.

**Economic Impact**

None.

**Communications Plan**

The results of this application will be communicated to the applicant through the Secretary to the Sign Variance Committee.

**Purpose**

Request to install an additional wall sign on the west elevation of the building face of the subject property as shown on the attached drawings.

**Background - Analysis and Options**

6.2 (a) Where a site plan approved by the City provides standards for signage and the signs for the development comply therewith, such signs shall be deemed to comply with this By-Law.

**Relationship to Vaughan Vision 2020**

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

**Regional Implications**

Region of York Engineering approval is not required for the proposed signs.

**Conclusion**

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 39, CW Report No. 36 – Page 2

**Attachments**

1. Site Plan
2. Elevations
3. Sketch of Signs

**Report prepared by:**

John Studdy, Manager of Customer & Administrative Services Ext 8232

/pa

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 40, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**40**

**DRAFT PLAN OF CONDOMINIUM FILE 19CDM-07V01  
JANE-RUTH DEVELOPMENT INC.**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Draft Plan of Condominium File 19CDM-07V01 (Jane-Ruth Development Inc.) as shown on Attachment #3 BE APPROVED, subject to the conditions set out in Attachment #1.

**Economic Impact**

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

**Purpose**

The Owner has submitted a Draft Plan of Condominium on the subject lands shown on Attachment #2, consisting of a 16-storey residential condominium building with 216 residential units (Building "B"), a total of 363 surface and underground (on 3 levels) parking spaces, and a total gross floor area of 22,335 m<sup>2</sup> (Attachment #3). The building is currently under construction.

**Background - Analysis and Options**

The subject lands shown on Attachment #2 are located on the east side of Jane Street, north of Rutherford Road (9235 Jane Street), in Part of Lot 16, Concession 4, City of Vaughan. The subject draft plan of condominium forms "Building B" of the Bellaria Residences. The surrounding land uses are shown on Attachment #1.

**Official Plan/Zoning**

The subject lands are designated "High Density Residential/Commercial" by OPA #600, as amended by site-specific OPA #626, which was approved by the Ontario Municipal Board (OMB) on April 19, 2005 as part of Decision Order 0982. OPA #626 is a site-specific official plan amendment, which facilitates the development of four residential condominium buildings at the northeast quadrant of Jane Street and Rutherford Road. The draft plan of condominium conforms to the Official Plan.

The subject lands are zoned RA3 Apartment Residential Zone by By-law 1-88, subject to Exception 9(1246). The draft plan of condominium complies with the provisions of By-law 1-88, as amended.

**Site Development**

The OMB approved the site plan for Building "B" in Decision Order 2494, along with the zoning for the subject lands. The draft plan of condominium consists of one high density residential building (Building "B") being 16 storeys in height with 216 residential units. The site is currently under construction and is being built in accordance with the approved Site Plan (File DA.04.023, as amended by File DA.06.086). Building "B" is situated on the east side of Jane Street, north of .../2



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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

#### **Item 40, CW Report No. 36 – Page 2**

Rutherford Road. The development is accessed from the main entrance on Jane Street leading to a main internal road, which connects with Rutherford Road and serves the overall development. The main entrance to Building “B” is located on the north elevation and is received by a roundabout drop-off area. A total of 363 parking spaces are proposed consisting of two (2) grade level visitor parking spaces located near the main entrance to the building, off the internal private road. The balance of the parking for Building “B” provided within a three level underground garage accessed by a driveway off the main internal road at the south side of the building. Garbage and recycling will be stored internal to the building, and will be privately picked-up on designated days on the south side of Building “B”. Private snow plowing will also be the responsibility of the Condominium Corporation.

#### **Access and Easements**

The development is accessed by a right-in/right-out access along Rutherford Road, which leads to a 7 m wide internal road that will connect with the newly constructed main driveway that is accessed from Jane Street. The internal road is being built as part of Phase One of the development in order to facilitate the internal vehicular and pedestrian movement within the overall development. This internal road will require reciprocal access easements among the existing Buildings “A” and “B” and the future condominium phases (Buildings “C” and “D”), and will be created by way of registration of the condominium declaration that creates the Corporation, pursuant to the Condominium Act, 1998. A condition of approval has been included in Attachment #1 to this effect.

#### **CN Rail**

CN has no objections to the draft plan of condominium, however, has provided warning clauses to be included in the Condominium Agreement and the Condominium Declaration, which are included in the conditions of approval as outlined in Attachment #1.

#### **Application Review**

The draft plan of condominium is in accordance with the approved Site Plan Files DA.04.023, as amended by DA.06.068. As a condition of approval, the Owner will be required to submit an “as-built” survey to the satisfaction of the Building Standards Department, prior to the registration of the final condominium plan.

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

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

#### **Conclusion**

The draft plan of condominium is consistent with the approved site plan. The Development Planning Department has no objections to the approval of the draft plan of condominium, subject to the conditions set out in Attachment #1.

#### **Attachments**

1. Conditions of Approval
2. Location Map
3. Draft Plan of Standard Condominium 19CDM-07V01

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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**Report prepared by:**

Stephen Lue, Planner, ext. 8210  
Mauro Peverini, Senior Planner, ext. 8407

/CM

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 41, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

41

**ZONING BY-LAW AMENDMENT FILE Z.06.019  
DRAFT PLAN OF SUBDIVISION FILE 19T-06V02  
DUFFERIN HEIGHTS ESTATES INC.  
REPORT #P.2006.30**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

#### **Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.019 (Dufferin Heights Estates Inc.) BE APPROVED, to rezone the subject lands shown on Attachment #2, from A Agricultural Zone to R1 Residential Zone and OS2 Open Space Park Zone in the manner shown on Attachment #4, to implement the proposed draft plan of subdivision shown on Attachment #3.
2. THAT Draft Plan of Subdivision File 19T-06V02 (Dufferin Heights Estates Inc.) as shown on Attachment #3, BE APPROVED, subject to the conditions of approval set out in Attachment #1.
3. THAT Council adopt the following resolution with respect to the allocation of sewage capacity:

"IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-06V02 (Dufferin Heights Estates Inc.) is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 20 units.

4. THAT the subdivision agreement for Draft Plan of Subdivision File 19T-06V02 (Dufferin Heights Estates Inc.) shall contain a provision requiring the Owner to pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

#### **Economic Impact**

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

#### **Communications Plan**

On May 26, 2006, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands and to the Maplewood Ravines Community Association respecting the Dufferin Heights Estates Draft Plan of Subdivision (File 19T-06V02) and Zoning By-law Amendment (File Z.06.019) applications. Through the Notice, comments were received from the area residents and people in attendance at the Public Hearing respecting the following matters:

- a) maintaining Hunterwood Chase as a closed right-of-way; and,
- b) the proposed density, increased traffic, and construction access.

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<b><u>19 residential lots for detached dwellings</u></b>	<b><u>2.12 ha</u></b>
<b><u>Landscape strips, road widening, 0.3 m reserves, and roads</u></b>	<b><u>0.68 ha</u></b>
<b><u>Two (2) residential blocks (Blocks 20 and 21) to be combined with the lands to the north owned by Ventana Homes Inc. (Draft Plan of Subdivision 19T-03V11)</u></b>	<b><u>0.09 ha</u></b>
<b><u>Total Area</u></b>	<b><u>2.89 ha</u></b>

The recommendation of the Committee of the Whole on June 19, 2006 to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting was ratified by Council on June 26, 2006.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachment #2:

1. A Zoning By-law Amendment Application (File Z.06.019), to rezone the subject lands shown on Attachment #2, from A Agricultural Zone to R1 Residential Zone and OS2 Open Space Park Zone in the manner shown on Attachment #4, to implement the proposed draft plan of subdivision shown on Attachment #3.
2. An Application for Draft Plan of Subdivision approval (File 19T-06V02) on the subject lands shown on Attachment #3, consisting of 19 full lots with lot frontages ranging between 18.3 m to 27.26 m and two part blocks to be combined with part blocks in the northerly adjacent proposed draft plan of subdivision (File 19T-03V11), with the following site statistics:

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

The subject lands shown on Attachment #2 are located on the west side of Dufferin Street, north of Teston Road, municipally known as 10872 Dufferin Street, in Part of Lots 26 and 27, Concession 23, City of Vaughan. The surrounding land uses are shown on Attachment #2.

In February 2006, Dufferin Heights Estates Inc. in conjunction with Ventana Homes Inc. (the landowners to the north) jointly submitted an Official Plan Amendment Application (File OP.06.007) to increase the permitted density on both land holdings having an overall combined developable land area of 13.72 ha from 5.5 units/ha to 7.2 units/ha. A discussion of the density is provided later in this report. The Official Plan Amendment Application was considered at a Public Hearing held on April 18, 2006 and approved by Council on December 10, 2007. OPA #681 was adopted to implement Council's decision.

#### **Provincial Policy Statement**

The Provincial Policy Statement (PPS) promotes healthy, liveable and safe communities by, among other ways, avoiding development and land use patterns which may cause environmental or public health and safety concerns. The proposed subdivision, when combined with the lands to the north forms a logical extension of the existing community in a manner that is compatible with the surrounding land uses. The proposed draft plan of subdivision conforms to the PPS.

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##### City Official Plan

The subject lands are designated “Executive Residential” within the “North Maple Residential Area” by OPA #332, as amended by OPA #535 (Maple Valley Plan), and further amended by OPA #681, which came into force on April 2, 2008. OPA #681 permits single detached dwellings on the subject lands.

OPA #681 applies to both the subject lands and the lands to the immediate north, being Ventana Homes Inc., and permits an overall maximum net residential density over the entire lands of 6.14 units/ha. OPA #681 was based on a total land area of 16.77 ha calculated over the Ventana Homes Inc. and Dufferin Heights Estates lands. The density proposed over both landholdings is summarized as follows:

<u>Land Owner</u>	<u>Land Area (ha)</u>	<u>Number of Units</u>	<u>Density (units/ha)</u>
<u>Ventana Homes Inc. (19T-03V11)</u>	<b><u>13.88</u></b>	<b><u>83</u></b>	<b><u>5.97</u></b>
<u>Dufferin Heights Estates (19T-06V02)</u>	<b><u>2.89</u></b>	<b><u>20</u></b>	<b><u>6.92</u></b>
<u>Total</u>	<b><u>16.77</u></b>	<b><u>103</u></b>	<b><u>6.14</u></b>

The Dufferin Heights Estates Inc. draft plan of subdivision (19T-06V02) yields a slightly higher net residential density of 6.92 units/ha. The Ventana Homes draft plan of subdivision is proposed at a slightly lower net residential density of 5.97 units/ha. The net residential density generated on both land holdings is 6.14 units/ha, which would conform with the Official Plan.

##### Oak Ridges Moraine Conservation Plan

The subject lands are also designated “Oak Ridges Moraine Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan). On July 17, 2006, the Toronto and Region Conservation Authority, along with the Development Planning Department, conducted a site walk on the subject lands and determined that there were no significant natural features on site. However, the Authority advocated for the preservation of several mature trees, to the furthest extent possible, as identified in the Ages Environmental Report dated July 2006. The Development Planning Department has reviewed the environmental report and concurs with the findings.

##### Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88. An amendment to the Zoning By-law is required to rezone the subject lands from A Agricultural Zone to R1 Residential Zone (Lots 1 - 19, Blocks 20 - 21 for single detached dwellings) and OS2 Open Space Park Zone (Block 22 for a landscaped buffer) in the manner shown on Attachment #4 to implement the proposed draft plan of subdivision shown on Attachment #3. The Development Planning Department can support the proposed Zoning By-law Amendment (File Z.06.019) as the proposed zoning is consistent with the proposed Ventana Homes Plan of Subdivision to the north (File 19T-03V11) and the proposal would result in lots and a building form that is consistent and compatible with the existing surrounding residential area. No exceptions to the zoning by-law are requested.

##### Subdivision Design

The Draft Plan of Subdivision, as shown on Attachment #3 proposes a total of 19 residential lots with 2 blocks (Blocks 20 and 21) that will be combined with adjacent lands owned by Ventana

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Homes to the north (Blocks 82 and 83) within Draft Plan of Subdivision File 19T-03V11, to facilitate single detached dwellings. The subject lands have a developable area of 2.89 ha and a frontage of 207.93 m along Dufferin Street, and would be the extension of the proposed plan of subdivision (File 19T-03V11) to the north. Street "A" (18.5 m right-of-way), which runs parallel with Dufferin Street, is the extension of Street "3" in the Ventana Homes Draft Plan of Subdivision.

The road pattern in the proposed draft plan would result in a consistent and compatible transition from the proposed residential to the north (R1 Residential Zone) and terminating at the southern portion of the subject lands in a 0.3 m reserve (Block 24) along the mutual property line with the existing rural residential lot to the south. The lotting pattern is similar to the proposed residential to the north with the lots oriented east and west.

#### Energy Star

On November 12, 2007, Vaughan Council adopted Energy Star Conditions to be included in all Draft Plan of Subdivision approvals. The proposed Draft Plan of Subdivision will be subject to the Energy Star requirements, and the conditions of approval are provided on Attachment #1.

#### Vaughan Engineering Department

##### i) Water Supply

The draft plan is located within Pressure District 8 of the York Water Supply System. To the north, along Mapledown Way, borders the Pressure Districts 8 and 9 boundary. There is an existing pressure reducing valve (PRV) at the boundary and a check valve (CV) is proposed to be constructed in-line with the existing system.

##### ii) Storm Drainage

A stormwater management facility has been proposed in the Ventana subdivision to the north to accommodate stormwater flow from the subject lands. The flows are proposed to be directed through the site to a large culvert along Dufferin Street and east into Block 13; the flows then naturally drain southwards to Block 12. As part of the engineering design and prior to the initiation of any grading within the draft plan, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands, and include, but not be limited to, the following items:

- a) plans illustrating the proposed system and its connection into the existing storm system;
- b) storm water management techniques that may be required to control minor or major flows;
- c) detail all external tributary lands, and include the existing residence(s); and,
- d) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

##### iii) Servicing

The proposed draft plan of subdivision is tributary to the Bathurst Langstaff Trunk Collector Sewer. The associated sanitary flows will be directed from the existing OPA #332 lands in Block 20 to Block 12 via a proposed sanitary sewer. A Schedule 'B' Class Environmental Assessment has been recently completed and the Environmental Screening Document has been filed with the Ministry of the Environment.

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On March 31, 2008, Vaughan Council endorsed the assignment of future servicing allocation capacity to various active development applications throughout the City of Vaughan. The Region of York's release of this assigned additional servicing capacity to the City of Vaughan is based on the completion of the Regional Bathurst and Langstaff trunk sewers and was to be made available for allocation by the City one year prior to the service target date for the Bathurst and Langstaff trunk sewers. On October 9, 2007, the City of Vaughan received written confirmation from the Region of York that the trigger conditions to permit pre-sales of the assigned units have been met and therefore, the Region has no objection to allowing pre-sales and allocation of these units by the City of Vaughan. As a result, the proposed draft plan of subdivision may be recommended for allocation of servicing capacity for a total of 20 units.

#### **iv) Environmental Site Assessment (ESA)**

The Engineering Department approved the Phase 1 Environmental Site Assessment (ESA) Report submitted in support of the applications on September 24, 2007. The Record of Site Condition (RSC) was filed with the Ontario Ministry of the Environment under Registration Number 37713 on December 13, 2007. The acknowledgement letter from the Ministry of Environment has been received, to the satisfaction of Vaughan Engineering Department.

#### **(v) Environmental Noise Impact**

Due to the proximity of the draft plan to Dufferin Street, the Owner is required to submit a noise report for review and approval by the City as part of the detailed engineering submission. The City requires all dwelling units that abut or face an arterial road such as Regional Road 27 to be constructed with mandatory central air conditioning. All required acoustic barriers abutting public lands shall be constructed with berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3m road reserve.

#### **(vi) Road Network**

The Owner has proposed a 18.5 m wide cul-de-sac roadway as per current City of Vaughan Engineering Standard Drawing C-2.

#### **Toronto and Region Conservation Authority**

The Toronto and Region Conservation Authority (TRCA) has no objections to the approval of the Zoning By-law Amendment (File Z.03.058) and Draft Plan of Subdivision (File 19T-03V11) applications. The TRCA's conditions of subdivision approval are included on Attachment #1.

#### **School Boards**

The York Region District School Board, York Catholic District School Board, and Conseil Scolaire de District Catholique Centre-Sud, do not object to the proposed zoning amendment and subdivision applications.

#### **Canada Post**

Canada Post Corporation has no objection to the proposed zoning amendment and subdivision applications, subject to the conditions of subdivision approval provided in Attachment #1.

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

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

## **CITY OF VAUGHAN**

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#### **Regional Implications**

On June 23, 2005, Regional Council approved additional interim servicing capacity of 5,300 units to the City of Vaughan. In order for the proposed development to use any of this interim allocation, it is required that the Bathurst Langstaff Trunk Sewer be completed.

Prior to the registration of the proposed subdivision plan, the Region will confirm that the required infrastructure has been completed to a satisfactory point that ensures servicing will be online upon occupancy and that sufficient water and wastewater servicing capacity has been allocated by the City of Vaughan.

The Region has advised that they have no objection to the proposed draft plan of subdivision, subject to the conditions of draft approval provided on Attachment #1.

#### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.06.019 and Draft Plan of Subdivision File 19T-06V02 (Dufferin Heights Estates Inc.), in accordance with the applicable policies of the Provincial Policy Statement, the City's Official Plan, the requirements of the Zoning By-law, the Oak Ridges Moraine Conformity Plan, and the area context. The applications will facilitate a residential development form that is consistent and compatible with the surrounding land uses, and which conforms to the density, land use and applicable policies of the Official Plan.

The Development Planning Department can support the approval of the Zoning By-law Amendment and Draft Plan of Subdivision Applications to implement the proposed residential plan of subdivision, subject to the conditions of approval set out in Attachment #1.

#### **Attachments**

1. Conditions of Approval
2. Location Map
3. Draft Plan of Subdivision
4. Proposed Zone Boundaries

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

Stephen Lue, Planner, ext. 8210  
Mauro Peverini, Senior Planner, ext. 8407

/CM

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



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 42, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**42**

**ZONING BY-LAW AMENDMENT FILE Z.08.014  
1738638 ONTARIO LIMITED**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-Law Amendment File (1738638 Ontario Limited) BE APPROVED, specifically to amend By-law 1-88, to rezone the subject lands shown on Attachments #1 and #2, from A Agricultural Zone to EM1 Prestige Employment Area Zone, to facilitate new employment lands.

**Economic Impact**

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

**Communications Plan**

On May 9, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowner's Association. Through the notification, no comments were received by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of June 3, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting, will be ratified by Council on June 11, 2008.

**Purpose**

The Owner has submitted an application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachments #1 and #2, from A Agricultural Zone to EM1 Prestige Employment Area Zone, to facilitate the future development of the site for industrial/employment uses (with no outside storage).

**Background - Analysis and Options**

The vacant (12.15ha) subject lands shown on Attachment #1 are located south of Langstaff Road, between Regional Road #50 and Huntington Road, in Part of Lot 9, Concession 10, City of Vaughan. The surrounding land uses are shown on Attachment #1.

**Official Plan and Zoning**

The subject lands are designated "Prestige Area" along Regional Road #50 and Huntington Road and "Employment Area General" in the interior of the site by OPA #450 (Employment Area Plan) and the approved Block 57/58 Huntington Business Park Plan, as shown on Attachment #3.

The "Prestige Area" designation provides for uses that require high visual exposure, good accessibility and an attractive working environment. A wide range of industrial, office, business and civic use are permitted, without outside storage of goods, materials and equipment.

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The “Employment Area General” designation accommodates uses that do not require high visual exposure, provides opportunities for industrial development which may require outside storage or be undertaken outdoors and permits a full range of processing, warehousing and distribution facilities. The implementing zoning is typically EM2 General Employment Area Zone, however, the Owner has requested that the entire site be zoned EM1 Prestige Employment Area Zone, instead, to promote a more prestigious industrial business park with no outside storage.

The proposal to rezone the entire subject lands, including the interior lands, from ‘A’ Agricultural Zone to EM1 Prestige Employment Area Zone, to permit the future development of industrial/employment uses with no outside storage would implement the Official Plan and the approved Block 57/58 Huntington Business Park Plan.

#### **Block Plan and Future Development**

The subject lands are located within the approved Block 57/58 Huntington Business Park Plan as shown on Attachment #3. The block plan shows an approved north/south road through the subject lands, which will connect north to Langstaff Road and south to the future extension of Ebenezer Road (City of Brampton) east of Regional Road 50.

The resolution of Council on February 20, 2006, to approve the Block Plan was subject to several outstanding block plan matters with respect to: storm water management pond construction; development phasing; transportation and traffic/access; environment; geotechnical/hydrological; urban design guidelines and landscape master plan, being resolved through the submission of documents and plans as a part of the individual subdivision/site development application(s) to the satisfaction of the City of Vaughan and other relevant agencies.

In accordance with Council’s resolution, a Draft Plan of Subdivision and or a Site Development application(s) will be required to facilitate the future development of the subject lands. Review will be given to these applications to ensure comprehensive and co-ordinated development of the subject lands with the surrounding lands with respect to but not limited to the outstanding block plan matters.

#### **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 no objections to the proposed rezoning; however, has reserved comment on the development of the subject lands until a draft plan of subdivision or site development application(s) have been submitted. Given that the subject lands abut Regional Road #50, a municipal boundary road, the Owner will need to satisfy all requirements of the Region of Peel and the City of Brampton, through the processing of the subdivision or site plan applications. Although Peel would prefer to review a traffic report through the subject zoning application, it would be preferable to do so, under subsequent development applications, once a definitive use(s) is determined.

#### **Conclusion**

The proposed Zoning By-law Amendment application has been reviewed in accordance with the policies in OPA #450, the approved Block 57/58 Plan, the requirements of By-law 1-88, the comments received from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed rezoning of the subject lands from ‘A’ Agricultural Zone to EM1 Prestige Employment Area Zone, to permit the future

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development of industrial/employment uses with no outside storage would implement the Official Plan and the approved Block 57/58 Huntington Business Park Plan. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment Application.

**Attachments**

1. Location Map
2. Proposed Zoning Change
3. Huntington Business Park-Approved Block Plan

**Report prepared by:**

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

/CM

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

**CITY OF VAUGHAN**

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Item 43, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

43

**COMMERCIAL LAND USE REVIEW  
NEW VAUGHAN OFFICIAL PLAN  
FILE: 25.1.13**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the Terms of Reference for the Commercial Land Use Review be APPROVED; and
2. THAT the Policy Planning Department be directed to proceed with the consultant selection process to undertake the Review's requirements.

**Economic Impact**

The budget for this study (upset limit of \$150,000) has been included and approved in the Capital Budget for the New Vaughan Official Plan project (#PL-2003-07) for 2008.

**Communications Plan**

The Commercial Land Use Review will include a public consultation process to be described in the proposal of the Council-approved consulting firm. All reports resulting from the Review will be made available to the public on the City's new vaughtantomorrow.ca web site.

**Purpose**

The purpose of this report is to submit the draft Terms of Reference for the Commercial Land Use Review for Council's consideration for approval.

**Background - Analysis and Options**

The City has not carried out a comprehensive analysis of its commercial space requirements and associated issues since the Vaughan Retail Planning Study was carried out in 1993-94 by Stamm Economic Research. The Retail Planning Study was completed as part of the planning process which led to the approval of the City's Official Plan Amendment #400 in 1995.

All of the lands planned for urban development within OPA 400/600 secondary plans have now received block plan approvals, and most of the associated draft plans of subdivision are also approved. These approvals include commercial development concentrations which are generally consistent, in terms of location and scale, with the hierarchy of retail formats originally described in the 1994 Retail Study.

The City is now engaged in developing a new Official Plan which will encompass all parts of the existing built area, areas approved for urban development, and remaining developable greenfield areas. The primary focus of the new City's Official Plan will be sustainable community development. This philosophical approach, reflected in new provincial and regional land use policies and the City's strategic plan, Vaughan Vision 2020, implies a different approach to greenfield development from those of the past, and the introduction of policies and measures to enable existing areas to redevelop and intensify to a more sustainable form. The new Official

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Plan will conform with all of the requirements defined by the Provincial Policy Statement, the Places To Grow legislation, and the York Region Official Plan, which is currently the subject of a separate growth management exercise leading to anticipated amendments.

The combination of provincial and regional policies and growing public awareness of environmental health and city-building is expected to result in a shift to more compact and complete communities and more mixed-use, transit-oriented development. This will have an impact on the pattern and form of future commercial land uses. As the City contemplates its future evolution to a mature state, there are many key issues that will need to be addressed by the Commercial Land Use Review.

#### **Scope and Focus of the Commercial Land Use Review**

The scope of the Review encompasses an examination of the City's current commercial structure to develop an understanding of its strengths, weakness and opportunities, and an assessment of its capability to meet current and future needs. The focus of the Review is on defining the City's long term requirements for commercial uses, determining their optimal spatial distribution, and developing a commercial uses policy framework to achieve the City's objectives. The Review will also examine a wide variety of issues and questions pertaining to existing commercial development, and future requirements and trends. The attached draft Terms of Reference outlines the project specifications in detail.

In carrying out the assignment, the selected consultant will be required to coordinate with the Core Consulting Team engaged in preparation of the new Official Plan. Also, two separate but related studies will be carried out concurrently with this assignment. The first is the Employment Lands Needs Study based on the population and employment forecasts of the Region of York. The second is the Employment Sectors Strategy which will analyze Vaughan's employment structure, strengths and opportunities in order to develop strategic policy measures to enable the City to retain and attract the businesses and industries that will contribute to the City's economic health in the short and long term. Together these studies will comprehensively address the City's core non-residential land uses.

In planning for the City's future commercial space requirements, and in developing a policy framework to guide future decision-making, there is clearly a need for a coordinated and integrated approach which will be reflected in the new Official Plan. The consultants engaged in all three studies will be required to interact and, together with the Official Plan Core Team, produce results which are complementary and supportive of the City's future plans.

The Commercial Land Use Review is expected to be completed within nine months of the start of the work to enable its results to be integrated with other ongoing Official Plan-related work. The Review will include a public consultation component which will be described in the approved proposal.

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

This report is consistent with Vaughan Vision 2020's Strategic Initiatives respecting planning and managing growth and economic vitality, specifically "Complete and Implement the Growth Management Strategy".

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

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**Regional Implications**

The Commercial Land Use Review will address the City's future commercial space requirements and their spatial allocation within the context of the Region of York's long term employment forecasts.

**Conclusion**

The Commercial Land Use Review is an important component of the approved Terms of Reference for the new Official Plan. The financial resources required to carry out the Review have been allocated within the approved 2008 Capital Budget. Should Council concur with the draft Terms of Reference for the Review, they should be approved, and the process to retain a qualified consultant should be initiated.

**Attachments**

Attachment 1 – Draft Terms of Reference, Commercial Land Use Review

**Report prepared by:**

Paul Robinson, Senior Policy Planner, ext. 8410

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 44, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

44

#### **SITE DEVELOPMENT FILE DA.08.014 RAVIT HOLDINGS LIMITED**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

#### **Recommendation**

The Commissioner of Planning recommends:

1. THAT the building elevations shown on Attachments #3 and #4 (Buildings "A" and "B") for Site Development File DA.08.014 (Ravit Holdings Limited) BE APPROVED.

#### **Economic Impact**

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

#### **Communications Plan**

N/A

#### **Purpose**

For the Committee of the Whole to consider the building elevations (Attachments #3 and #4) for the Site Development Application (File DA.08.014) on the subject lands shown on Attachment #1, to permit the development of the 3.07 ha site with two, one-storey multi-unit industrial buildings (Building "A" - 7136.7 m<sup>2</sup> and Building "B" - 5835.29 m<sup>2</sup>), as shown on Attachment #2.

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

The subject lands are located east of Keele Street, abutting the CN Rail line, with frontage on the north side of Teston Road, in Lot 26, Concession 3, City of Vaughan.

#### **Official Plan/Zoning By-law**

The subject lands are designated "Prestige Area" by OPA #332, and zoned M1 Restricted Industrial Zone by By-law 1-88, subject to Exception 9(1168). The proposed industrial development conforms and complies with the Official Plan and Zoning By-law, respectively.

#### **Building Design**

The proposed elevation plans (Attachments #3 and #4) show two rectangular multi-unit buildings, which will be constructed to a height of 7.9 m. The proposed building materials consist of white aggregate precast with vision glazing windows on the Keele Street and Teston Road elevations. Upper level windows are also provided on the north and south elevations of Building "A" and on the north elevation of Building "B". The loading areas are located on the east side of the respective buildings and are not visible to any streets.

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#### **Item 44, CW Report No. 36 – Page 2**

The roof-top mechanical equipment is proposed to be screened from the view of any streets. The proposed elevations do not include wall signage, and therefore, the applicant must comply with the Sign By-law upon application for Building Permit.

The building is set back 22 m from the CN Rail line, whereas CN requires a minimum setback of 15 m from their right-of-way.

#### **Landscaping**

The proposed landscape plan for the site is shown on Attachment #5, which includes a 2.3 m wide landscape strip adjacent to the C.N.R tracks to the west; required 6 m wide strip adjacent to Teston Road to the south; and, a 2 m - 4.5 m wide strip along the north property line. The Development Planning Department is generally satisfied with the proposed landscaping, and will continue to work with the Owner to finalize the plan.

#### **Sustainability**

The proposed development includes the following sustainable features:

- i) Drought resistant/tolerant species for vegetation; and,
- ii) Permeable pavers as opposed to concrete for sidewalk areas.

#### **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 no objections to the proposed development, and does wish to be party to the implementing site plan agreement or letter of undertaking, whichever is in effect.

#### **Conclusion**

The Development Planning Department is satisfied with the proposed elevations for the two multi unit industrial buildings.

#### **Attachments**

- 1. Location Map
- 2. Site Plan
- 3. Elevations - Building “A”
- 4. Elevations - Building “B”
- 5. Landscape Plan

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

Margaret Holyday, Planner, ext. 8216  
Mauro Peverini, Senior Planner, ext. 8407

/LG

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



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 45, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

45

#### **SUBTITLING CHALONE CRESCENT “MARCO’S WAY”**

(Referred from the Council Meeting of June 11, 2008, Item 16, Report No. 32)

**The Committee of the Whole recommends:**

- 1) **That provided the sign “Marco’s Way” is:**
  1. **placed within either of the property lines of 1 Chalone Crescent;**
  2. **more or less of equivalent size to a standard municipal street sign; and**
  3. **coloured and lettered in a manner to distinguish it from a standard municipal street sign;**

**it is hereby deemed not subject to the sign variance application process;**
- 2) **That the memorandum of Councillor Carella, dated June 16, 2008, be received; and**
- 3) **That the following report of the Commissioner of Engineering and Public Works, dated June 3, 2008, be received.**

Council, at its meeting of June 11, 2008, adopted the following:

That this matter be referred to the Committee of the Whole meeting of June 16, 2008.

Report of the Commissioner of Engineering and Public Works, dated June 3, 2008.

#### **Recommendation**

The Commissioner of Engineering and Public Works in consultation with the Commissioners of Planning and Community Services and the Fire Chief recommends that:

The residents of Chalone Crescent be advised of the City’s tree dedication and bench dedication programs.

The subtitling of streets not be implemented.

#### **Economic Impact**

There are no economic impacts to the City resulting from the recommendation of this report.

#### **Communications Plan**

The local Councillor will advise the petitioners of Council’s decision.

#### **Purpose**

To respond to Council direction on this matter.

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

Council at its meeting of May 12, 2008 approved item 13, Report No. 24, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on May 12, 2008, as follows:

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 45, CW Report No. 36 – Page 2

***“2. That staff be directed to report to the Committee of the Whole meeting of June 3, 2008, on the request by the residents of Chalone Crescent to the subtitling of Chalone Crescent as “Marco’s Way”.***

#### **Street Names are Carefully Selected**

Street names are applied through a process that is careful to ensure that there is no duplication of street names in the City or across the Region. Planning Department staff review proposed names for suitability and duplication and co-ordinate with Region of York staff. Vaughan Council reviews and approves proposed street names. It is noted that there is a street in Vaughan named Marco Crescent in the Langstaff/Pine Valley Drive area.

#### **Subtitling a Street May Cause Confusion**

As indicated above, each street is named with a unique name so that it can be readily identified. Street names are recorded in databases both at the area municipality and regional level and are shown on printed and electronic databases. Emergency response services (fire, police, ambulance) require clear, unambiguous street addresses to respond to emergency calls. Any lack of clarity, duplication, ambiguity or incorrect information can lead to confusion about the location of the call and a delay in response with potential tragic consequences. The subtitled name would not appear on maps or in databases.

If a street was subtitled with another name, persons not familiar with the area may incorrectly assume that the subtitled name was the actual name. Over time, residents of the area may, through referring to the street by its subtitled name, mistakenly give the wrong street name in an emergency. A missing or obscured actual street name sign could result in the street being identified by its subtitled name.

In addition to the foregoing, the installation of a street name subtitle would set a precedent that could lead to multiple requests for other streets or even for other subtitles on a previously subtitled street.

#### **Tree and Bench Dedication Programs are Available**

The City of Vaughan's Tree Dedication program provides an opportunity for trees to be planted in neighborhood parks to commemorate a special occasion or as a memorial. The Parks and Forestry department oversees the maintenance of all trees on City property. Through regular inspections, trees are monitored for replacement and pruning. Tree requests received prior to April 1 are planted within the year. Those received after April 1 are planted the following year. Individual species are carefully selected by Parks and Forestry staff to suit existing site conditions and their ability to enhance the natural and wildlife environment.

Tree dedications can be ordered through the Parks and Forestry Department at a cost of \$250 for a tree and an additional \$200 for an optional plaque. Plaque wording can be submitted by the applicant for review and implementation.

The City also administers a bench dedication program. Dedicating a bench inscribed with the name of a loved one is a permanent link with the community. This program is also administered by the Parks and Forestry Department.

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

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

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**Regional Implications**

N/A

**Conclusion**

The placement of a sign with a subtitle for a street name could lead to confusion regarding the actual street name and result in a delay in emergency vehicle response time. It also establishes a precedent that could lead to requests for other subtitles on the same street or on other streets and become a difficult to regulate practice. A tree or bench dedication is an appropriate way to memorialize a loved one.

**Attachments**

Location Map

**Report prepared by:**

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

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 46, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**46      ADDITIONAL CLARIFICATION RESPECTING OFFICIAL BUSINESS INVITATIONS**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Carella, dated June 16, 2008:**

**Recommendation**

Councillor Carella recommends that the attached "Guidelines for Distinguishing Municipal 'Official Business' Events from Social Events" be received and distributed by the Clerks Department to the Mayor and Members of Council, the Senior Management Team, Directors and Managers, for their information and action.

**Economic Impact:**

Nil

**Communication Plan:**

Nil; this is a "housekeeping matter".

**Purpose:**

To assist the Mayor and Members of Council, the Senior Management Team, Directors and Managers in determining whether or not an external event to which they are invited constitutes official municipal business, and therefore subject to the protocol in respect of such invitations as previously adopted by Council.

**Background and Analysis:**

Council has adopted a protocol regarding the handling of invitations extended to the Mayor and Members of Council, the Senior Management Team, Directors and Managers in regards to events that qualify as "official municipal business". According to the protocol, the particulars of any invitations received from an external source by the aforementioned, as representatives of the City and in regard to official municipal business, are to be referred to the Clerks Office, and reported by the Clerks Office on a monthly basis. Such reports are to indicate who, if anyone, attended official events that have already occurred (along with an explanation, if no one attended), and who will be attending upcoming events.

The intent of the protocol is to ensure that all officials of the City of Vaughan are aware of such invitations. Indeed, situations have in fact arisen where several individuals in different departments have been invited to the same official business event, and have in fact attended, only to discover at the event that several colleagues were also present. In an organization as large as the Corporation of the City of Vaughan, this is understandable. But, in several of these cases, a single representative from the City would have sufficed, with time---and money---saved by the corporation (since attendance at some events requires the pre-payment of a per person fee) .

Thus, adherence to the protocol will preclude multiple acceptances of such invitations by senior staff members, unaware that other senior staff are also attending the same event. In addition, and since the monthly reports will reveal if no one intends to accept an invitation issued to a number of officials, steps can be taken in advance, particularly by the Senior Management Team, to ensure there is representation, if appropriate.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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The attached guidelines will assist invitees in determining whether an invitation is to a “social event”----and therefore need not be reported to the Clerks Office, or to an “official business event”----and therefore to be reported. The guidelines cites thirteen components of such events as indicators that can be used to distinguish events that are to be reported, or need not be reported. These include information on the host/sponsor of the event, intended participants, terms of admission, notice given for the event, its timing, whether registration is involved, who will direct the event, the order of business undertaken, topics for discussion, expectations of participants, physical arrangements for the event, any dress code, and whether spouses are included in the invitation.

#### **Regional Implications:**

Nil, except in respect of invitation issued by the Regional Municipality of York.

#### **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.

#### **Conclusion:**

These guidelines will assist those obligated to furnish information to the Clerks Department regarding official business invitations to determine whether a given invitation is in fact a matter of official business, or an invitation to a social event.

#### **Attachments:**

“Guidelines for Distinguishing “Official Business” Events from Social Events”

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

Councillor Tony Carella, FRSA

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 47, Report No. 36, of the Committee of the Whole, which was considered by the Council of the City of Vaughan on June 23, 2008, was dealt with by approving:

***That this matter be referred to the Environment Committee.***

**47 FIVE YEAR PLAN TO INCREASE THE PLANTING OF TREES IN THE CITY OF VAUGHAN  
GREENING VAUGHAN – URBAN FOREST PROJECT**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of Councillor Shefman, dated June 16, 2008, be approved; and**
- 2) That the Mayor be directed to write to the principals of St. Joseph Printing in Concord, to commend them for their commitment to plant two million trees over the next 20 years, working through the Boy Scouts of Canada, and to request information in regard to what plans exist for any portion of said trees to be planted in Vaughan, in order to include such trees in setting an overall target for our five year plan to increase the number of trees in Vaughan, as part of our Greening Vaughan – Urban Forest Project.**

**Recommendation**

Councillor Shefman recommends:

In light of the irrefutable evidence that planting trees in urban areas has a substantial positive impact on the environment, and,

In light of the recognition that many parts of the City have very sparse tree coverage as a result of the methods used to develop sub-divisions that has taken place over the years, and,

In light of the positive impact that trees have on creating a positive, enjoyable urban environment for residents of the city, and,

In recognition that the City has taken a number of very significant steps over the years to preserve trees in the City through woodlot preservation and the Trim/Planting and Removal of City/Private Trees By-law 258-83.

1. That staff prepare a five year plan to incrementally increase the quantity of trees planted on both public and private property in the City.
2. That funds be budgeted for 2009 fiscal year to begin this process of increasing the number of trees planted
3. That the tree planting plan focus on planting native trees.
4. That the five year plan include ways to involve both residents and the private sectors in this initiative.
5. That community groups and individual residents be given the opportunity to suggest locations where trees should be planted

**Economic Impact**

1. Funds should be proposed in the 2009 departmental budget to accommodate the first year of this program and that in the plan to be brought forward, funding projections for the five year program be included

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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2. Staff should review funding sources such as Tree Canada and especially the Green Streets program ([http://www.treecanada.ca/index\\_e.htm](http://www.treecanada.ca/index_e.htm)), the Ministry of Natural Resources. See attached news release found at: ([http://www.web2.mnr.gov.on.ca/MNR/csb/news/2007/aug22bg\\_07.html](http://www.web2.mnr.gov.on.ca/MNR/csb/news/2007/aug22bg_07.html)) and Evergreen (<http://www.evergreen.ca/en/>) to investigate whether financial support may be available for this program.

#### **Communications Plan**

Included in the five year plan should be a communications strategy developed by corporate communications including a kick-off event and various media information pieces

#### **Purpose**

To develop a five year urban tree project to greatly expand the number of trees planted in the City of Vaughan.

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

It has become increasingly evident that a substantial tree cover in urban areas addresses a variety of environmental issues, especially those related to air quality and greenhouse gases. Tree planting is a significant way to mitigate our impact on the environment. Trees help combat harmful carbon dioxide production because they feed on carbon dioxide and produce oxygen.

In the past the City has initiated a number of projects and bylaws to preserve and protect existing trees.

At the same time traditional methods of land development whereby substantial areas of land are clear cut and top soil removed has had a detrimental impact on reestablishing trees in our communities.

While we have had a tree planting program for many years to plant trees in new subdivisions and replace trees in older areas, it is time to take the next step in developing a much more aggressive approach to providing tree cover in our city.

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

To lead and promote Environmental Sustainability – To preserve, protect and enhance Vaughan's natural and built environment through responsible leadership and innovative policies, practices and education.

#### **Regional Implications**

As part of the plan, it would be appropriate and most helpful to have the support and involvement of the Region increasing their tree planting program in their areas of jurisdiction.

#### **Conclusion**

A five year plan to create an expanded urban forest in the City of Vaughan is reflective of our strategic plan, the concepts driving the development of our Environmental Master Plan and our commitments made at the recent Toronto Smog Summit.

#### **Attachments**

1. Ministry of Natural Resources media release

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 47, CW Report No. 36 – Page 3

**Report prepared by:**

Debi Traub, 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.)



## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 48, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### **48                    GRANT FROM LOWE'S CHARITABLE & EDUCATIONAL FOUNDATION**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Jackson, dated June 16, 2008:

##### **Recommendation**

Mayor Jackson recommends:

1. THAT the City of Vaughan accept the grant from Lowe's Charitable and Educational Foundation (LCEF), in the amount of \$15,000.00, for the construction and installation of materials to enhance the accessibility of the playground on the Civic Park grounds in Maple;
2. THAT the City of Vaughan authorize the required Communications Plan;
3. THAT Clerks execute the required documentation with LCEF; and
4. THAT the Mayor be authorized to sign the acknowledgement documentation (see attachment) on behalf of the City of Vaughan (Grant Recipient).

##### **Economic Impact**

There is no immediate budgetary impact resulting from the adoption of this Resolution.

##### **Communications Plan**

As outlined in the attached award letter, LCEF will work with City of Vaughan to contact the media, develop publicity, plan events or other promotions announcing this grant and promoting the project. LCEF's public relations firm, GCI Group, will work closely with Corporate Communications to:

- Use the news release template and tips for working with the media and the local Lowe's store, which will be included in the grantee kit to be received with the grant cheque. If the City of Vaughan chooses to write its own press release, LCEF must approve it prior to distribution.
- Provide a one-page project timeline to Lowe's by email to [Kelly.I.persons@lowes.com](mailto:Kelly.I.persons@lowes.com). This timeline will be shared with the local Lowe's contacts to make them aware of activities related to the project.
- Display signs announcing LCEF's support during the implementation phase of the project and consider permanent signage at the project's conclusion. Lowe's will provide signs.
- Work with GCI Group to plan how to involve Lowe's volunteers in our media day and project. The level of Lowe's volunteer support can only be determined by local Lowe's store management.

##### **Purpose**

The purpose of this report is obtain approval of the grant from Lowe's Charitable and Educational Foundation to the City of Vaughan in the amount of \$15,000, and to obtain authorization for the Mayor to execute any documentation required for this transaction.

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

The City of Vaughan has been selected to receive a grant in the amount of \$15,000 from Lowe's Charitable and Educational Foundation for the construction and installation of materials to

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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enhance the accessibility of the playground on the Civic Park grounds in Maple. The grant must be used solely for the purpose of this project. Any change in plans must be approved in advance of the expenditure and no more than 10% of this grant award can be used to support installation or labour charges, consultant fees, etc.

#### **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**

There are no regional implications.

#### **Conclusion**

It is appropriate that this item be referred to Council for approval of the grant from Lowe's Charitable & Educational Foundation, in the amount of \$15,000, and its associated terms and conditions.

#### **Attachments**

Letter and Acknowledgement Form received from the Vice President of Human Resources, Ms. Catherine Townsend, of Lowe's Companies Canada, ULC, dated April 25, 2008.

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

Ann Coletta, Office of the Mayor

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 49, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### **49 MEMORANDUM OF UNDERSTANDING WITH YORK REGIONAL POLICE FOR THE SHARED USE OF A COMPUTER AIDED DISPATCH SYSTEM**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Fire Chief, dated June 16, 2008:

##### **Recommendation**

The Fire Chief in consultation with the City Manager and with the Director of Legal Services recommends that:

- 1) A by-law be enacted to authorize execution of a Memorandum of Understanding, in a form satisfactory to the Fire Chief and City Manager, between the City of Vaughan and York Regional Police for the purchase and shared use of a Computer Aided Dispatch System.

##### **Economic Impact**

Council approved \$600,000 in the 2008 Capital Budget for the acquisition and installation of a Computer Aided Dispatch system in the new communications office at the Joint Operations Centre.

##### **Communications Plan**

The VFRS is planning an open house for the media when the CAD system goes live in October, 2008.

##### **Purpose**

The purpose of this report is to obtain authorization for the Mayor and Clerk to sign a Memorandum of Understanding with York Regional Police that will allow the VFRS to purchase the Versadex FireCAD module that will allow the VFRS access to the York Regional Police Versadex CAD system.

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

At the Council meeting of October 9, 2007, staff were directed to negotiate a partnership with York Regional Police and the Town of Richmond Hill in order to share the Versaterm Computer Aided Dispatch System currently owned by York Regional Police and report back to Council as part of the 2008 Capital Budget. Council further approved the project as part of the 2008 Capital Budget.

Vaughan and Richmond Hill have negotiated parallel agreements with York Regional Police which are separate but contain the same conditions. The MOU outlines the conditions for acquiring and implementing the Versadex FireCAD module, continuing support and annual maintenance (including hardware evergreening), cost sharing, a general operating agreement, security requirements, GIS mapping information from York Region Geomatics, and licensing agreements.

York Regional Police and the Vaughan Fire and Rescue Service negotiated an MOU designed to put the citizens of Vaughan first, since both organizations serve the same people. All expenses were determined solely on the basis of recovering the costs associated with giving Vaughan access to the system.

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**Relationship to Vaughan Vision 2020**

This project is related to the Vaughan Vision 2020 through objectives:

Pursue Excellence in Service Delivery  
Enhance Productivity, Cost Effectiveness, and Innovation

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

**Regional Implications**

York Regional Police and the York Regional Police Services Board are regional organizations and they have notified the Region of York of this partnership through their budgeting processes.

**Conclusion**

The City of Vaughan and York Regional Police have negotiated a Memorandum of Understanding that will serve the citizens of Vaughan extremely well, both in terms of enhanced emergency response and financial savings.

**Attachments**

None

**Report prepared by:**

Glenn G. Duncan, Deputy Fire Chief

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 50, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

50

#### THE COSMETIC PESTICIDES BAN ACT

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated June 16, 2008, be approved; and
- 2) That correspondence be forwarded to all commercial entities in the City of Vaughan currently selling pesticides, requesting that notices be posted advising their customers that pesticides are illegal in the City of Vaughan and identifying those pesticides that are permitted.

#### Recommendation

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

1. That Council adopts the attached Resolution indicating support of the Province's efforts in banning the use and sale of cosmetic pesticides in Ontario, and requesting that the *Cosmetic Pesticides Ban Act* (Bill 64) be amended so that more restrictive municipal by-laws be allowed to prevail.

#### Economic Impact

There is no economic impact of this Report.

#### Communications Plan

A copy of the Resolution will be forwarded to the Ministry of Municipal Affairs and Housing, the Ministry of Environment, the MPP for Vaughan, all York Region municipalities and municipalities in Ontario with a population over 100,000.

#### Purpose

This Report provides an overview of the *Cosmetic Pesticides Ban Act* (Bill 64), which proposes to amend the *Pesticides Act* to prohibit the use and sale of cosmetic pesticides in the Province of Ontario.

#### Background – Analysis and Options

On April 22, 2008, the *Cosmetic Pesticides Ban Act* (Bill 64) received first reading in the Ontario Legislature. Bill 64 will amend the *Pesticides Act* to prohibit the sale and use of cosmetic pesticides in the Province of Ontario. It will also provide an exemption for uses related to golf courses, uses related to agriculture, uses related to forestry, and uses related to the promotion of public health or safety.

Bill 64 will render a municipal by-law "inoperative if it addresses the use, sale, offer for sale or transfer a pesticide that may be used for a cosmetic purpose". Bill 64, however, does not itemize those pesticides that are considered "cosmetic". The term "cosmetic" will be defined in the Regulations passed under the *Pesticides Act*, once Bill 64 becomes law, which is anticipated to occur in the spring of 2009. Such a definition will likely capture those pesticides that the City already considers "cosmetic" in the City's Pesticides By-law 88-2008 (hereinafter the Pesticides By-law). However, it is also possible that the Pesticides By-law deals with pesticides which the

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Province will not consider as “cosmetic”. In such a case, the City's Pesticide By-law would be more restrictive than the Provincial legislation, yet the entire Pesticide By-law would be declared inoperative by virtue of the fact that it touches upon provincially defined cosmetic pesticides. Given that these Regulations have not been passed, it is not known at this time what effect that Bill 64 will have upon the City's Pesticide By-law 88-2008. It should be noted that Bill 64 will also amend the *Pesticides Act* to allow the Lieutenant Governor to pass Regulations exempting municipal by-laws from Bill 64.

Based on the foregoing, Staff are recommending that the City request the Province to amend Bill 64 so that municipal by-laws that are more restrictive are allowed to prevail. The Province has legislated a similar provision in the *Smoke-Free Ontario Act*. Attached to this Report is a draft resolution.

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

The recommendation in this Report is consistent with the principles previously set by Council.

#### **Regional Implications**

None

#### **Attachments**

Attachment 1 - *Cosmetic Pesticides Ban Act*, Bill 64  
Attachment 2 – Draft Resolution

#### **Conclusion**

Bill 64 has only received first reading in the Legislature, and may be amended before it becomes law. However, if Bill 64 remains as is, it will likely render the Pesticides By-law inoperative, even if the Pesticides By-law is more restrictive than Bill 64. The effect that Bill 64 will have on the Pesticides By-law will not be known until the Regulations have been passed. In the interim, the City may make submissions to the Province with respect to the content of Bill 64. Accordingly, the City should request the Province amend Bill 64 so that a more restrictive municipal by-law would prevail.

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

Chris G. Bendick  
Solicitor

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 51, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By receiving the memorandum from the Commissioner of Legal and Administrative Services and City Solicitor, dated June 19, 2008.***

**51                      PROGRESS REPORT ON THE 2009 COMMUNITIES IN BLOOM  
BEAUTIFICATION COMMITTEE**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, Chair of the Communities in Bloom Beautification Committee and the 2009 Communities in Bloom (CIB) Conference Organizing Committee, dated June 16, 2008:**

**Recommendation**

Regional Councillor Mario Ferri, Chair of the Communities in Bloom Beautification Committee and the 2009 Communities in Bloom (CIB) Conference Organizing Committee, in consultation with the City Manager, Commissioner of Community Services and the Manager of Economic Development, recommends:

THAT this report be received for information purposes only.

**Economic Impact**

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

**Communications Plan**

The Sub-Committee on Marketing and Communication, supported by the City's Corporate Communications Department, will be executing an extensive marketing and promotional strategy which include print, electronic media as well as signage.

**Purpose**

The purpose of this report is to provide Council with an update on the marketing, promotional and planning activities undertaken thus far for the 2009 CIB National Symposium on Parks and Grounds and National Awards Ceremonies.

**Background**

This CIB Conference is the largest and most ambitious tourism / conference endeavour in Vaughan's history. An event of this magnitude requires significant sponsorship dollars, as well as the co-operation and hard work of City staff, community stakeholders and volunteers. In preparation to be the host city for the 2009 CIB National Symposium on Parks and Grounds and National Awards Ceremonies, the City of Vaughan is engaged in a number of initiatives to bring awareness; encourage delegate participation; and ultimately generate economic spin-off benefits for local tourism operators and hospitality-sector businesses.

The City of Vaughan is responsible for assisting the CIB National Office with the organization and execution of the Conference. Activities include: securing hotel and meeting room spaces; coordinating symposia, meals, silent auction, trade show, Rendezvous Lounge, registration desks, tour desks and activity/hospitality desks, Community Showcase and the Gala Event and Awards Ceremonies. Attendance of up to 1,500 delegates is expected at the Gala Event on October 3, 2009.

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#### **1. Dates & Location Details**

The 2009 CIB National Symposium on Parks & Grounds and the National Awards Ceremonies will be held from Tuesday, September 29 to Saturday, October 3, 2009. Pre and post- event opportunities to experience Vaughan will be organized and offered as part of the official programme.

Following a review of the City's core hotel inventory and meeting room space inventory, the Vaughan Corporate Centre was selected as the hub of the CIB Conference. The Hilton Garden Inn has been selected as the headquarters hotel with a room block of nearly all 150 rooms. The CIB National office will utilize all the meeting space at the hotel and at the Toscana Banquet Hall. The AMC 30 Theatres provides up to 30 theatre spaces during the day for concurrent symposia. Abundant dining, shopping and entertainment opportunities also make the Corporate Centre, the choice for CIB central.

An agreement has been reached with Bentall Realty to erect tenting in its parking lot facing the Residence Inn by Marriott on Interchange Way, to accommodate up to 1,500 persons for the Community Showcase and Gala events. On an ongoing basis, City staff is working with the CIB National Office to complete the booking of symposia and exhibit space.

All the events will be held within easy walking distances of hotel and meeting spaces, significantly reducing the need for vehicular transportation. Motor coach transportation will be limited to technical and social tours and off site events. In addition to budget implications, reducing dependence on coach transportation also has a positive impact on road congestion, as well as positive environmental and air quality effects.

#### **2. Branding**

The branding strategy was developed around the stunning orange gerbera daisy imagery. The colourful and strong image has an instant recall and recognition effect, creating a lasting impression. In 2007, the gerbera imagery was featured on a unique invitation which opened into a blooming flower. This invitation was distributed to 1,000 Communities in Bloom delegates in 2007 and 2008 as a lure piece to reinforce the association of Vaughan as host for the 2009 CIB National Symposium on Parks and Grounds and National Awards Ceremonies. This invitation won a 2007 Economic Developers Association of Canada (EDAC) award for marketing communications.

The gerbera image was carried through on a trade show display booth panel and on a unique orange chocolate gerbera daisy-on-a-stick give-away. The gerbera imagery is carried through in targeted advertising as well as on bilingual invitations to Vaughan hosted events.

Leading up to and throughout the 2009 Conference, the gerbera brand will continue to be featured on documents such as the corporate sponsorship programme, preliminary event schedule, official conference programme, signage, web site and electronic communications. The gerbera daisy, as well as similar looking orange annuals, will be featured in City streetscapes leading up to the conference.

#### **3. CIB / WinterLights Annual Awards Ceremonies & Trade Shows**

Council recommended that the City of Vaughan participate in CIB programmes internationally at least two (2) years prior to hosting in Vaughan in 2009. The City of Vaughan has been actively engaged with CIB National office in the pre-promotion of the 2009 CIB National Symposium on Parks and Grounds and National Awards Ceremonies.



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#### **Past Marketing & Promotions Opportunities**

The City of Vaughan has had a booth in the trade show portions of each event and/or has hosted a reception for delegates in each city. These receptions have provided an excellent networking opportunity to meet with CIB delegates one on one basis. Below are lists of the trade shows City staff have or will be exhibiting in:

Feb. 2007	Ottawa	WinterLights National Awards Ceremonies
Sept. 2007	Moncton	CIB Symposium & National Awards Ceremonies
Feb. 2008	Saint John	WinterLights National Awards Ceremonies
May 2008	Quebec City	FCM Municipal Expo

#### **Upcoming Marketing & Promotions Opportunities**

Aug. 24-27, 2008	Ottawa	AMO Exhibition & Trade Show
Sept. 12-14, 2008	Gravenhurst	2008 Communities in Bloom Provincial Awards
Sept. 16-20, 2008	Lethbridge	2008 Communities in Bloom National Symposium
Feb. 19-22, 2009	Prince George	WinterLights National Awards Ceremonies

During the 2008 CIB conference in Lethbridge, the City of Vaughan will host approximately 600 delegates to a "Pasta and Pizza Festa" on Friday, September 19, 2008. As hosts, Vaughan uses this event to promote the City, its attractions and to give delegates a sense of the community's distinctive flavours.

Since the CIB National office's notification that the 2009 Ontario Provincial CIB Awards Ceremonies, originally scheduled for Sarnia in September 2009, will now be integrated with the 2009 CIB National Symposium on Parks and Grounds and National Awards Ceremonies, Vaughan will exhibit at this year's CIB Provincial Awards Ceremonies in Gravenhurst.

In addition to Vaughan's participation at provincial and national events, local promotional opportunities exist as well. CIB activities in Vaughan have summer and winter components which generate extensive media coverage in print, radio and television and create unique on-site media opportunities generating high visibility for Vaughan. All CIB programmes are supported by media sponsorship, print brochures, newspaper advertising, newspaper inserts, media launches, news releases, news advisories, unique web site and staged events.

Vaughan Public Libraries (VPL) have been a contributing member of the CIB summer and winter programmes generating additional publicity and media coverage through their activities in the community.

#### **4. Media Launch**

Plans are underway for a media launch in late September or early October 2008 to mark the one year countdown to the Communities in Bloom National Symposium on Parks and Grounds and National Awards Ceremonies in Vaughan. The launch will coincide with the launch of a "Countdown" website at [www.vaughan.ca](http://www.vaughan.ca) where delegates will be able to obtain conference programme information; register; and download tourism information. The website will also contain companion & family programmes, as well as sponsorship and volunteer opportunities.

#### **5. Organizing Committee and Sub-Committees**

The Honourable Greg Sorbara, MPP (invited) and Chair of York Region, Bill Fisch will serve as Honorary Co-chairs. The Committee Chair is Regional Councillor Mario Ferri.

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Reporting through the Tourism Manager & Tourism Coordinator to the Executive/Technical Committee, there are 10 sub-committees charged with a variety of responsibilities required to host the 2009 CIB Conference in Vaughan. It is anticipated that as we move into 2009 there will be a requirement for up to 200 volunteers to help execute the various events and activities. An organizational chart is attached which details the 2009 CIB Conference Organizing Committee.

#### **6. Staffing & Volunteers**

A Tourism Coordinator (contract) with extensive event planning and management experience has joined the staff of Economic Development to work exclusively on the 2009 Communities in Bloom Conference.

Many of the Communities in Bloom and WinterLights Celebration volunteers have offered their services for the conference. In addition to these volunteers who regularly serve their community, key members of the Vaughan business community have agreed to serve on the subcommittees.

In addition there are a number of high profile community members who have offered their extensive experience with the community's charitable causes to assist Economic Development with the Community Showcase and Gala events that conclude the 2009 Conference.

#### **7. Sponsorship**

A sponsorship programme is being developed in conjunction with the Communities in Bloom National and Provincial offices, the 2009 CIB Conference Organizing Committee and the Sponsorship Subcommittee. The goal is to reach and exceed the \$100,000 in corporate sponsorship as set out by Council in Item 10 Report No. 7 of the Budget Committee on December 12, 2005.

Sponsorships levels will begin at the Contributing Partner level (in-kind contributors) to the Presenting Sponsor level (\$75,000).

At the first meeting of the 2009 CIB Organizing Committee recommendations were made with respect to clarifying charitable donation status for sponsorship donations and corporate category exclusivity.

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

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

#### **Regional Implications**

A copy of this report will be circulated to Chair Bill Fisch and the Director of Economic Development. The Region will be requested to post a link on the Tourism website.

#### **Conclusion**

Pre-promotion to create awareness and promote delegate registration at the 2009 CIB National Symposium on Parks and Grounds and the National Awards Ceremonies is well underway. As a result of pre-promotional efforts, a majority of potential CIB delegates have top of mind awareness that Vaughan is the host city in 2009 and are eagerly looking forward to attending. The City of Vaughan, through its participation in CIB and WinterLights competitions, its associated awards ceremonies; and through exhibits and trade shows, has built a strong connection with many CIB delegates.

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The combination of the Provincial Awards with the National event will mean that Vaughan could welcome up to 1,500 delegates for the 2009 CIB National Symposium on Parks and Grounds and National Awards Ceremonies, particularly for the Gala and National Awards Ceremonies which will be held on Saturday evening, October 3, 2009.

The 2009 CIB National Symposium on Parks and Grounds and the National Awards Ceremonies will bring significant direct economic benefit to Vaughan as well as the benefit of return visitation in the years to follow.

**Attachments**

1. Organizational Chart
2. Examples of promotional pieces

**Report prepared by:**

Noreen Cartwright, Manager of Tourism

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 52, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**52**

**SORA STUDENT VISIT – OCTOBER 4-11, 2008**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Regional Councillor Ferri, dated June 16, 2008:**

**Recommendation**

Regional Councillor Ferri, in consultation with the City Manager and Manager of Economic Development, recommends:

1. THAT this report be received for information.

**Economic Impact**

The Economic & Technology Development Department's 2008 Operating Budget will cover accommodations and reception costs, as per the City's partnership policies. Corporate sponsorships will be raised, by the undersigned, to offset any additional expenditures.

**Communications Plan**

Not applicable

**Purpose**

To advise Members of Council of the Sora Student visit to the City of Vaughan.

**Background**

The City of Sora, Italy has been a sister city to Vaughan since 1992. Since the inception of the twinning relationship with Sora, there have been a number of economic, and socio-cultural exchanges. Although the primary focus of our International Partnership Program is to increase the business exchanges between Vaughan and its partnership cities, and ultimately open new business opportunities for local businesses, one initial activity is the establishment and maintenance of community linkages.

In 2001, the City of Vaughan had invited students from the Sora/Pescosolido area of Italy for a student exchange visit. The exchange was cancelled due to the catastrophic events of 9/11. During the City's mission to Italy in July 2007, discussions were held with Sora municipal officials about a program of activities to advance its relationship with Sora and the broader Province of Frosinone. Included in this discussion was a student exchange for up to 30 students in the intermediate grades to take place in Fall 2008.

Thus, the City of Vaughan will be receiving a delegation of 26 12/13-year old students and three chaperones for the period of October 4-11, 2008. The purpose of their visit is to learn about Vaughan and Canada through a series of social, geographic and historical activities and visits. In addition, to class visits with local schools, the students will be visiting the Provincial Legislature and Vaughan sites, such as the McMichael Canadian Art Collection and the Kortright Centre. Attached is a draft itinerary.

With the participation and assistance from the Sora Club, Lazio Federation and Ciociaro Cultural Club, the City will be developing a program that also incorporates interactions with local Italian-Canadians. The students will be hosted by local families during their visit. The students will be responsible for flight and tour / admission expenses.

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#### **Item 52, CW Report No. 36 – Page 2**

It is anticipated that the Mayor and a few Council members from Sora will be accompanying the student delegation. This is to be confirmed within the next few weeks. As per the City's policy, the ETDD's 2008 Operating Budget will cover the cost of the officials' accommodations and reception hosting.

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

This report is consistent with the priorities previously set by Council. Specifically, the report conforms with Vaughan Vision 2020 Goals: Plan & Manage Growth and Economic Vitality and Preserve our Heritage and Support Diversity, Arts and Culture.

#### **Regional Implications**

Not applicable

#### **Conclusion**

Council has affirmed its commitment to its International Partnerships Program. Furthermore, the City of Vaughan values the contributions that young people make to this community. By initiating programs that involve youth in entrepreneurship, arts and culture, and even the civic process, Vaughan has shown leadership and inclusivity in ensuring that young people are heard. This student visit, as well as future exchanges, are opportunities for promoting of greater understanding of our cultures, diversity and commonalities.

#### **Attachments**

1. Draft Itinerary

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 53, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**53**

**SITE DEVELOPMENT FILE DA.08.007  
RULAND PROPERTIES INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 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.08.007 (Ruland Properties Inc.) BE APPROVED, subject to the following conditions:
  - a) that prior to the registration of the site plan agreement or letter of undertaking, whichever is in effect:
    - i) the final site plan, building elevations and landscaping plan shall be approved by the Vaughan Development Planning Department;
    - ii) the final site servicing and grading plans, and stormwater management report, shall be approved by the Vaughan Engineering Department; and,
    - iii) all requirements of the Ministry of Transportation shall be satisfied.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to permit the development of a three storey office building (Building "C") and two hotels: the Marriott Springhill Suites (Building "A"; 9 storeys with 200 guest suites) and the Hilton Homewood Suites (Building "B"; 6 storeys with 132 guest suites), as shown on Attachments #2 to #5.

**Background - Analysis and Options**

**Location**

The subject lands are located on the west side of Applewood Crescent (610 and 620 Applewood Crescent), through to Highway #400, as shown on Attachment #1.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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##### Official Plan and Zoning

The subject lands are designated “Prestige Area” by the City’s Employment Area Plan (OPA #450) and zoned EM1 Prestige Employment Area Zone by By-law 1-88. The proposed office and hotel uses conform and comply with the official plan and zoning by-law, respectively.

##### Site Plan Review

The Development Planning Department is generally satisfied with the proposed hotel and office development (Phase 1), and will continue to work with the Owner to finalize the details of the proposed site plan, building elevations and landscape plan, shown on Attachments #2 to #6. The final site plan, building elevations and landscape plan shall be approved to the satisfaction of the Development Planning Department.

A new site plan application will be required to facilitate the development of the future Phase 2 area of the subject lands (Attachment #2) for an eating establishment, which will be reviewed to ensure the provision of proper access, traffic circulation and parking, appropriate urban design characteristics, and building massing that is complimentary to the adjacent Phase 1 hotel and office development. In addition, a related zoning by-law amendment application will be required to permit the proposed eating establishment use in a single use building. Currently, By-law 1-88 permits one eating establishment only in a multi-unit building with a maximum GFA of 185m<sup>2</sup>, within the EM1 Zone.

##### Servicing/Grading/Ministry of Transportation

The Owner has submitted a site servicing and grading plan and storm water management report, which shall be approved to the satisfaction of the Vaughan Engineering Department.

The subject lands abut Highway #400. The Ministry of Transportation is protecting a 14m right-of-way along the Highway #400 corridor in order to facilitate any future widening. Prior to the registration of the site plan agreement or letter of undertaking, whichever is in effect, the Owner shall satisfy all the requirements of the Ministry of Transportation.

##### Sustainability

The proposed development includes the following sustainable features:

- roof will be a light colour to minimize urban heat island effect;
- auto irrigation system will be used to minimize water consumption; and,
- glazing will include a coating to reduce heating/cooling requirements.

##### 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

N/A

##### Conclusion

The Site Development Application has been reviewed in accordance with OPA #450, By-law 1-88, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed hotels and office building are

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions set out in this report.

**Attachments**

1. Location Map
2. Site Plan
3. Elevations-Building "A" (Marriott Spring Hill Suites)
4. Elevations-Building "B" (Hilton Homewood Suites)
5. Elevations-Building "C" (Office Building)
6. Landscape Plan

**Report prepared by:**

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

/LG

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



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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 54, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**54**

**SITE DEVELOPMENT FILE DA.07.051  
4345142 CANADA INC. (IN-STORAGE SELF-STORAGE)**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 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.07.051 (4345142 Canada Inc. – In-Storage Self-Storage) BE APPROVED, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Agreement or Letter of Undertaking, whichever is in effect, the Owner shall satisfy all requirements of the Development Planning Department, and shall obtain approval from the Committee of Adjustment for a reduction in the parking requirement, and the Committee's decision shall be final and binding;
  - b) the final site plan, landscape plan, and building elevations, shall be approved by the Vaughan Development Planning Department;
  - c) the final site servicing and grading plan, stormwater management report, parking, access and on-site vehicular circulation shall be approved by the Vaughan Engineering Department;
  - d) all requirements of the Region of York Transportation and Works Department shall be satisfied;
  - e) all requirements of the Toronto and Region Conservation Authority shall be satisfied; and,
  - f) If required, the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands in accordance with Section 42 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, in accordance with Section 51 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

**Economic Impact**

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

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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#### **Communications Plan**

N/A

#### **Purpose**

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1 to permit the development of a new office/self storage building (Building “A”) and to reface the entire façade of existing Building “C” together with the provision of a new landscaped buffer along Weston Road, as shown on Attachments #2 and #3.

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

##### **Location**

The 3.96 ha subject lands are located on the east side of Weston Road, between Rutherford Road and Langstaff Road (8929 Weston Road), in Part of Lot 13, Concession 5, City of Vaughan, as shown on Attachment #1.

##### **Official Plan and Zoning**

The subject lands are designated “Prestige Area” (ie. location of proposed Building “A” and existing Building “C”) and “Employment Area General” by OPA #450 (Employment Area Plan). The proposed site development conforms to the Official Plan.

The subject lands are zoned EM1 Prestige Employment Area Zone (ie. location of proposed Building “A” and existing Building “C”) and EM2 General Employment Area Zone by By-law 1-88, subject to Exception 9(187). The proposed site plan has been reviewed, and requires the following variance:

- a minimum of 13 parking spaces, whereas By-law 1-88 requires 78 parking spaces

The Development Planning Department has no objection to the proposed variance as the proposal will facilitate an improvement to the overall aesthetics of the buildings that front onto Weston Road, as well as, improve the landscape strip abutting Weston Road. The City Engineering Department has reviewed correspondence provided by the Owner with regard to the reduced parking supply and are satisfied that these types of development (self-storage facilities) generate a lower demand for parking than a typical industrial use. Should Council approve the site plan application, the Owner will be required to obtain approval of the variance from the Committee of Adjustment (File A116/07) which shall be final and binding, prior to the registration of the implementing site plan agreement, or finalization of the letter of undertaking, whichever is in effect.

##### **Site Plan Review**

The Development Planning Department is generally satisfied with the proposed new office/self storage building (Building “A”) that replaces two existing structures, as well as, the proposed aesthetic improvements to the exterior façade of existing Building “C”, and the proposed enhanced landscaping along Weston Road. The Department will continue to work with the applicant to finalize the details of the proposed site plan, landscaping plan, building elevations and signage, as shown on Attachment #'s 2, 3, 4, 5 and 6. The final site plan, building elevations and landscape plan shall be approved to the satisfaction of the Development Planning Department.

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#### **Item 54, CW Report No. 36 – Page 3**

The Vaughan Engineering Department is generally satisfied with the servicing, grading and storm water management plans. The final site servicing, grading and storm water management plans shall be approved to the satisfaction of the Engineering Department and reflect the requirements of the Toronto and Region Conservation Authority, including obtaining a TRCA Permit.

#### **Sustainability**

The applicant has advised that there are no specific sustainable measures that are associated with the proposed new 453.2m<sup>2</sup> Building “A” as shown on Attachment #2. However, the buildings consume only a fraction of the energy that other buildings do due to the fact that they are occupied only part of the time. For this reason, the lights turn off automatically when they are not occupied, and when they are heated, they are heated at a much lower temperature than most other buildings. The applicant also notes that due to the lower occupant load, much less water, sanitary sewer and other services will be consumed by this development.

#### **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 indicated that they would like to be a party to the City’s site development agreement with conditions of approval to be included in the implementing agreement, if in effect. However, if the City’s Letter of Undertaking is in effect, the Region will utilize their own Regional agreement to secure their interests.

The Region is protecting for a 3.0m widening along this portion of Weston Road, and is amenable to the Owner using a 1.5m portion of this widening as part of the landscaped area. As a condition of site plan approval, all requirements of the Region of York shall be satisfied by the Owner.

#### **Conclusion**

The Site Development Application has been reviewed in accordance with OPA #450 (Employment Area Plan), By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for the expansion of an existing self storage facility with a new office/self storage building (Building “A”) and improvements to the exterior façade of the existing self storage Building “C”, is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application subject to the conditions of approval identified in this report and obtaining the required variance from the Committee of Adjustment.

#### **Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevation Plan – Building A
5. Elevation Plan – Building C
6. Signage

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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**Report prepared by:**

Clement Messere, Planner, ext. 8409  
Arto Tikiryan, Senior Planner, ext. 8212

/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 JUNE 23, 2008**

Item 55, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**55**

**ZONING BY-LAW AMENDMENT FILE Z.08.010  
ROYAL GATE (LAND) NOMINEE INC.  
REPORT #P.2008.11**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.08.010 (Royal Gate (Land) Nominee Inc.) BE APPROVED, subject to the following:
  - a) rezone the westerly 0.32 ha of the subject lands shown on Attachment #2 from C8 Office Commercial Zone to C7 Service Commercial Zone; and,
  - b) permit the following site-specific exceptions to the C7 and C8 Zones:
    - i) a minimum lot frontage (west) of 43 m, whereas the By-law requires 65m in the C7 Zone;
    - ii) a minimum lot area of 3,200 m<sup>2</sup>, whereas the By-law requires 8,000 m<sup>2</sup> in the C7 Zone;
    - iii) a minimum lot area of 5,784.7 m<sup>2</sup>, whereas the By-law requires 8,000 m<sup>2</sup> in the C8 Zone; and,
    - iv) shared access along Royal Gate Boulevard between the C7 and C8 zoned parcels.

**Economic Impact**

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

**Communications Plan**

On February 29, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowners Association. Through the circulation, no written comments were received by the Development Planning Department and there were no concerns expressed by the public at the Public Hearing on March 25, 2008. The recommendation of the Committee of the Whole to receive the Public Hearing report of March 25, 2008, was ratified by Council on March 31, 2008.

**Purpose**

The Owner has submitted a Zoning By-law Amendment application on the subject lands, shown on Attachment #1. The Owner is currently using the subject lands for surface parking in .../2

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conjunction with the industrial uses to the south at 1 Royal Gate Boulevard, in accordance with the Variance and Consent (easement) approvals granted by the Committee of Adjustment respecting the provision of 101 parking spaces on the subject lands. There are also three display model homes located on the easterly portion of the site, which were erected by the previous owner for product display purposes. The applicant proposes to remove these model display homes and relocate the existing surface parking from the westerly portion of the site (0.32 ha) to the easterly portion of the site (0.58 ha). The applicant also intends to subdivide the subject lands and transfer the westerly portion to a third party, and is requesting that this vacant remnant westerly parcel be rezoned from C8 Office Commercial Zone to C7 Service Commercial Zone in the manner shown on Attachment #2, and to maintain the C8 Zone on the easterly portion of the site.

The Owner is also requesting the following site-specific exceptions to the C7 and C8 Zones:

- i) a minimum lot frontage (west) of 43 m, whereas the By-law requires 65 m in the C7 Service Commercial Zone;
- ii) a minimum lot area of 3,200 m<sup>2</sup>, whereas the By-law requires 8,000 m<sup>2</sup> in the C7 Service Commercial Zone;
- iii) a minimum lot area of 5,784.7 m<sup>2</sup>, whereas the By-law requires 8,000 m<sup>2</sup> in the C8 Office Commercial Zone; and,
- iv) shared access on Royal Gate Boulevard between the C7 and C8 zoned parcels.

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

The subject lands shown on Attachment #1 are located on the northeast corner of Regional Road #27 and Royal Gate Boulevard, being Part of Block 1 on Plan 65M-3033, municipally known as 20 Royal Gate Boulevard, in Part of Lot 5, Concession 8, City of Vaughan. The surrounding land uses are shown on Attachment #1.

#### **Official Plan**

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan). The "Prestige Area" designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment, and no outside storage. The "Service Node" policies of OPA #450 are also applicable, which include parcels located at the intersections of arterial and/or collector roads and are intended to provide for the day-to-day convenience and service needs of businesses, industries and their employees. The proposed rezoning of the westerly parcel from C8 Zone to C7 Zone would conform to the Official Plan. Future supporting studies (eg. traffic and urban design) may be required at the site plan stage, in accordance with the land use policies in OPA #450, upon confirmation of the exact uses for the site.

#### **Zoning**

The subject lands are zoned C8 Office Commercial Zone by By-law 1-88, subject to Exception 9(654A).

The applicant advises that the existing model home/display buildings on the easterly portion of the subject lands are to be demolished. The parking, which is currently located on the westerly portion of the site is to be relocated to the easterly portion of the site, in order to satisfy the requirements of the easement in favour of the industrial lands to the south of Royal Gate Boulevard. The lands to the south located at 1 Royal Gate Boulevard, by virtue of a Committee of Adjustment Variance approval for File A051/07, are required to maintain 101 off-site parking spaces on the subject lands as well as an easement (Consent Application B14/07) to allow access to off-site parking in favour of the lands to the south. The applicant will be providing 186 parking spaces on the easterly parcel.

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The applicant has provided three concept plans shown on Attachments #3a, #3b and #3c, which demonstrates that more intensive C7 and C8 uses can be facilitated on the respective parcels as it relates to parking compliance. Attachment #3a demonstrates how a conceptual one-storey 533.25 m<sup>2</sup> (5,740 sq. ft.) financial institution can be developed and accommodated on the subject lands (proposed C7 Zone lands). Attachment #3b demonstrates how a conceptual 403.2 m<sup>2</sup> (4,340 sq. ft.) take-out eating establishment can be accommodated on the subject lands (proposed C7 Zone lands). Attachment #3c demonstrates conceptually, that should the lands to the south (1 Royal Gate Boulevard) no longer require off-site parking in accordance with the variance noted earlier, then these lands could be developed with a two-storey 2,265.8 m<sup>2</sup> (24,390 sq. ft.) office building. All three conceptual plans may require additional exceptions to the Zoning By-law, than what is currently being applied for, which would need to be assessed through the review of a formal site plan submission.

The proposed lot area reduction on the C8 parcel from 8000 m<sup>2</sup> to 5784.7 m<sup>2</sup> can be supported by the Development Planning Department as the required 101 parking spaces (Variance File A051/07) can be accommodated on the C8 lands (186 spaces will actually be provided) as shown on Attachment #4, and the applicant has demonstrated conceptually that a more intensive C8 use such as 2-storey office building can be accommodated on the parcel.

The proposed zoning exceptions to the C7 Service Commercial Zone include the following:

- i) a minimum lot frontage (west) of 43 m, whereas the By-law requires 65 m; and,
- ii) a minimum lot area of 3200 m<sup>2</sup>, whereas the By-law requires 8000 m<sup>2</sup>.

These exceptions can be supported as the proposed rezoning from C8 to C7 Service Commercial Zone would implement the "Service Node" provisions of the Official Plan, and furthermore, the applicant has demonstrated conceptually that the more intensive C7 uses such as a bank and take-out eating establishment can be accommodated on the parcel.

The existing access on Royal Gate Boulevard is shifting approximately 20 m to the west as shown on Attachment #4. The Development Planning Department can support the proposed exception to facilitate a shared access along Royal Gate Boulevard between the C7 and C8 zoned parcels. The Region of York Transportation Services Department has confirmed that access to the site will not be permitted from Regional Road #27. Therefore, a shared access is appropriate on Royal Gate Boulevard.

#### **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 Service Department has no objections to the proposed zoning amendment, and will provide detailed comments at the site plan stage.

#### **Conclusion**

The Development Planning Department has reviewed the proposed application to rezone the westerly portion of the subject lands (0.32 ha) from C8 Office Commercial Zone to C7 Service Commercial Zone as shown on Attachment #2, with exceptions to reduce the minimum Lot Area and Lot Frontage requirements on both the C8 and C7 parcels, and to allow shared access between the two parcels. The Development Planning Department can support the approval of the proposed Zoning By-law Amendment Application, as the proposal is considered to be appropriate and in conformity with the Official Plan, and the C7 and C8 parcels can facilitate development of more intensive uses as demonstrated conceptually in this report.

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**Attachments**

1. Location Map
2. Proposed Zoning
- 3a. Concept Plan #1 on Transferred Lands
- 3b. Concept Plan #2 on Transferred Lands
- 3c. Concept Plan on Retained Lands
4. Proposed Parking Layout (C8 Zone)

**Report prepared by:**

Arto Tikiryan, Senior Planner, ext. 8212

/LG

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



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Item 56, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**56**

**OFFICIAL PLAN AMENDMENT FILE OP.08.002  
FCHT HOLDINGS (ONTARIO) CORPORATION  
REPORT #P.2008.17**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.08.002 (FCHT Holdings (Ontario) Corporation) BE APPROVED, specifically to amend OPA #600 (City of Vaughan Plan), by increasing the maximum permitted Gross Leasable Area (GLA) in a "Neighbourhood Commercial Centre" designation from 20,000m<sup>2</sup> to 26,800m<sup>2</sup>, comprising a total increase of 6,800m<sup>2</sup>, on the subject lands shown on Attachment #3.

**Economic Impact**

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

**Communications Plan**

On April 11, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. Through this circulation, no comments have been received with respect to the proposed increase in gross leasable area by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of May 5, 2008, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on May 12, 2008.

**Purpose**

The Owner has submitted an application to amend the Official Plan (OP.08.002), specifically OPA #600 (City of Vaughan Plan), on the subject lands shown on Attachment #1, to increase the maximum gross leasable area (GLA) in a "Neighbourhood Commercial Centre" designation from 20,000m<sup>2</sup> to 26,800m<sup>2</sup>, to facilitate the site development of a commercial complex, as shown on Attachment #2.

The Owner has also submitted the following related applications, which will be considered in a comprehensive report to a future Committee of the Whole meeting:

1. A Site Development Application (DA.08.013), to facilitate a commercial complex, including underground parking, for a total of 10 buildings ranging in size and height, as shown on Attachment #2.
2. A Zoning By-law Amendment Application (Z.08.013) to permit the following zoning exceptions to implement the proposed site plan shown on Attachment #2: increase in the required gross floor area, building heights, and driveway access widths; and, a decrease in the required number of parking and loading spaces, building setbacks, and landscape strips; and, to permit outside storage in the form of a seasonal garden centre.

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#### Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the northwest corner of Rutherford Road and Bathurst Street, in Part of Lot 16, Concession 2, City of Vaughan. The subject lands have a lot area of 6.52ha, with 230m lot frontage on Bathurst Street; and 240m, 280m, and 250m flankage along Rutherford Road, Ilan Ramon Avenue, and George Kirby Street, respectively.

The subject lands are designated “Medium Density Residential/Commercial Area” and identified as a “Neighbourhood Commercial Centre” by OPA #600 (City of Vaughan Plan), as shown on Attachment #3. The subject lands are located within the approved Block 11 Plan, which further identifies the lands as “Neighbourhood Commercial” (Attachment #4). The subject lands are zoned C4 Neighbourhood Commercial Zone by By-law 1-88, subject to Exception 9(1217). The surrounding land uses are shown on Attachment #1.

#### Land Use Policies/Planning Considerations

The Development Planning Department has reviewed the Official Plan Amendment application to permit an increase to the maximum gross leasable area in a “Neighbourhood Commercial Centre” designation from 20,000m<sup>2</sup> to 26,800m<sup>2</sup> for the subject lands shown on Attachment #3, in light of the following land use policies respecting the proposal.

##### a) Provincial Policy Statement and Places to Grow

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The following policies of the PPS support efficient development and land use patterns and redevelopment and intensification of land in Settlement (Urban) Areas:

“1.1.1 Healthy, liveable and safe communities are sustained by (in part):

- b) accommodating an appropriate range of and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open spaces to meet long-term needs;”

“1.1.3.2 Land use patterns within settlement areas shall be based on (in part):

- a) densities and a mix of land uses which:

- 1) efficiently use land and resources;
- 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.”

In addition to the policies of the PPS, the Province's *Places to Grow: The Growth Plan for the Greater Golden Horseshoe (GGH)*, which outlines the framework for implementing the Provincial vision for building stronger, prosperous communities by better managing growth to 2031, classifies the subject lands as “Designated Greenfield Area” and contains a number of policies that are supportive of and applicable to the proposed development, including:

“2.2.7 Designated Greenfield Areas

- 1. New Development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that-
  - a) contributes to creating complete communities;

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- b) creates street configurations, densities, and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
- c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.”

The subject application to permit an increase in the maximum gross leasable area from 20,000m<sup>2</sup> to 26,800m<sup>2</sup>, will facilitate the site development of a commercial complex, as shown on Attachment #2. The proposal is in keeping with the efficient development and intensification policies of the PPS. The development makes an efficient use of land by locating 44% of the required parking underground, that allows for a more intense and compact form of development at grade, and which will support the use of transit along Regional transit routes (Bathurst Street and Rutherford Road). The size and scale of the site can accommodate a wide range and mix of permitted uses. The site plan provides for a second storey format in some buildings, which will allow for commercial/retail uses at grade and offices uses above.

In accordance with *Places to Grow*, the proposed development, if approved, will contribute towards completing the approved Block 11 residential community, and will provide a mix of uses and employment opportunities. Through the use of urban design features, the site development proposes many pedestrian connections within the development to the emerging residential community and to existing transit routes.

#### b) Region of York Official Plan

The subject lands are designated “Urban Area” and both Rutherford Road and Bathurst Street are identified as “Local Corridors” by the Region of York Official Plan. The proposed amendment is consistent with Regional Official Plan policies that direct and encourage development to existing built up portions of urban areas (Section 5.2.4) and to locate commercial land uses, including retail, along local corridors (Section 5.6.1). Regional Planning staff has no objection to the proposed increase in GLA, in principle; and therefore, pursuant to Council authorization in By-law A-0265-1999-017, the application is exempt from approval by Regional Planning Committee and Council. However, the Region has reserved the right to provide technical comments on the related Site Development Application DA.08.013, on matters including, but not limited to, road requirements, transit facilities and vehicular access.

#### c) City Official Plan Amendment #600

The subject lands are designated “Neighbourhood Commercial Centre” by OPA #600 (City of Vaughan Plan), which permits a wide range of commercial uses, including: a food store, a drug store, other retail stores, pharmacies, banks and financial institutions, business and professional offices, personal services, restaurants, service stations, and gas bars, but does not permit a department store. In order to maximize accessibility, “Neighbourhood Commercial Centres” generally shall be located at or near the intersections of arterial roads (Section 4.2.2.4 iv), and planned to provide approximately 5,000-15,000m<sup>2</sup> of Gross Leasable Area (GLA) and in any case shall not exceed 20,000m<sup>2</sup> GLA (Section 4.2.2.4 v).

The proposed development is consistent with the development policies and objectives of OPA #600, which provides for a variety of commercial, office, restaurant and retail uses and is located at the intersection of two arterial roads (Bathurst Street and Rutherford Road). The proposal to increase the maximum GLA from 20,000m<sup>2</sup> to 26,800m<sup>2</sup> represents an efficient use of land and implements the approved Block 11 Plan, which designates the entire site for Neighbourhood Commercial Centre purposes. The Development Planning Department has reviewed a Planning

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Justification Report prepared by the Goldberg Group in support of the subject application and concurs with its findings that the proposed increase in GLA is acceptable, conforms to Provincial and Regional policies, meets the intent of OPA #600, and represents good planning.

#### **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 Planning Department has no objection to the proposed increase in GLA and has granted Regional exemption for the subject application (OP.08.002). However, the Region has reserved the right to provide technical comments on the related Site Development Application DA.08.013 on matters including, but not limited to, road requirements, transit facilities and vehicular access.

The Region of York has indicated that they would like to be a party to the City's site development agreement (DA.08.013) with conditions of approval to be included in the implementing agreement, if in effect. However, if the City's Letter of Undertaking is in effect, the Region will utilize their own Regional agreement to secure their interests.

#### **Conclusion**

The Development Planning Department has reviewed Official Plan Amendment File OP.08.002 to increase the maximum gross leasable area (GLA) from 20,000m<sup>2</sup> to 26,800m<sup>2</sup>, to facilitate the site development of a commercial complex, as shown on Attachment #2, in accordance with the applicable policies of the *Provincial Policy Statement, Places to Grow*, Regional Official Plan, OPA #600, and the area context. The proposed Official Plan Amendment is consistent with the *Provincial Policy Statement, Places to Grow Act*, is supported by Regional Official Plan policies and would result in development that is appropriate and compatible within the context of the approved Block 11 Plan. On this basis, the Development Planning Department can support the approval of the Official Plan Amendment Application.

#### **Attachments**

1. Location Map
2. Proposed Site Plan (Related File DA.08.013)
3. City of Vaughan Official Plan (OPA #600)-Land Use Schedule
4. ApprovedBlock11Plan

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

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

/CM

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

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Item 57, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**57**

**SITE DEVELOPMENT FILE DA.07.070**  
**CRYSTAL CORPORATE CENTRE INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 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.07.070 (Crystal Corporate Centre Inc.) BE APPROVED, to permit the development of a 3-storey office building and two multi-unit service commercial buildings as shown on Attachments #2, #3a and #3b, subject to the following conditions:
  - a) that prior to the execution of a Site Plan Agreement or Letter of Undertaking, whichever is in effect, the Owner shall satisfy all requirements of the Development Planning and Engineering Departments, and the Region of York; and,
  - b) the required variances to implement the approved site plan shall be obtained from the Committee of Adjustment (A352/07), and shall be in full force and effect.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

To permit the development of a 3-storey office building (Building "A") and two multi-unit service commercial buildings (Buildings "B" and "C") as shown on Attachments #2, #3a and #3b.

**Background - Analysis and Options**

**Location**

The subject lands are located at the south west corner of Jane Street and Gensal Gate, City of Vaughan, as shown on Attachment #1.

**Official Plan and Zoning**

The subject lands are designated "Prestige Area" by OPA #450 (Employment Area Plan). The proposed site development for office and service commercial uses conforms to the Official Plan.

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The subject lands are zoned C7 Service Commercial Zone by By-law 1-88, subject to Exception 9(717). The proposed office and service commercial uses are permitted by the Zoning By-law, however, variances for rear yard setback, parking, loading and building height are required to implement the proposed development, as discussed in the staff report.

#### **Site Plan Review**

The Development Planning Department is satisfied with the proposed site plan, building elevations, and landscape plan, as shown on Attachments #2, #3a, #3b and #4, respectively. The final plans must be approved to the satisfaction of the Development Planning Department.

The Vaughan Engineering Department is satisfied with the site servicing and grading plans and storm water management report. The final plans and report must be approved to the satisfaction of the Engineering Department.

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

The proposed development complies with the minimum requirements of the C7 Service Commercial Zone of By-law 1-88, with the exception of the following:

- i.) a minimum rear yard (Romina Drive) setback of 22m is required, whereas 16.22m is proposed,
- ii.) a maximum building height of 11m is permitted, whereas 15m is proposed,
- iii.) a minimum of 356 parking spaces are required, whereas 238 spaces are proposed, and
- iv.) a minimum of 2 loading spaces are required, whereas none are proposed.

The Development Planning Department is satisfied that the proposed variances are appropriate for the development of the site. Also, the Vaughan Engineering Department has advised that the reduction in parking spaces can be supported. The Owner will be required to submit a minor variance application to the Committee of Adjustment for approval of these variances to implement the final approved site plan. The Committee's decision must be final and binding, prior to the execution of the implementing site plan agreement or letter of undertaking, whichever is in effect.

#### **Sustainability**

The Development Planning Department's Urban Design Section has recommended that the development include the use of permeable pavers to reduce the amount of stormwater runoff, and to provide sheltered bicycle racks to encourage alternate forms of transportation, which the Owner has agreed to implement. Furthermore, Urban Design Staff have recommended the inclusion of high quality landscaping and amenity areas to reinforce the pedestrian realm and network of the development. The Development Planning Department will continue to work with the Owner to ensure environmentally sustainable features are incorporated into the development.

#### **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 site abuts Jane Street, which is under the jurisdiction of the Region of York. The Regional Transportation Services Department has no objections in principle to the proposed development and the access proposed on Jane Street, provided the access be used for right-in and right-out movements only and that the existing centre median at the intersection of Jane Street and Gensal Gate be extended 140m south to prevent full access movement.

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**Conclusion**

The Site Development Application has been reviewed in accordance with OPA #450, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a 3-storey office building and two multi-unit service commercial buildings is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department recommends approval of the Site Development Application.

**Attachments**

1. Location Map
2. Site Plan
- 3a. Elevations of Building 'A'
- 3b. Elevations of Buildings 'B' and 'C'
4. Landscape Plan

**Report prepared by:**

Ryan Mino, Planner, ext. 8213  
Arto Tikiryan, Senior Planner, ext. 8212

/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 JUNE 23, 2008**

Item 58, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**58**

**SITE DEVELOPMENT FILE DA.08.028  
IVY GLEN DEVELOPMENTS INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 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.08.028 (Ivy Glen Developments Inc.) BE APPROVED, subject to the following conditions:
  - g) 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 signage details shall be approved by the Vaughan Development Planning Department, and specifically:
      - the west elevation of Building “A” shall be enhanced to provide a more appropriate interface with the abutting community to the west;
      - additional landscaping shall be provided in the stormwater management pond area to the immediate west of the subject lands; and,
      - the ariscraft cultured stone proposed on the building elevations shall be replaced with natural stone;
    - ii) the final site servicing and grading plans, and stormwater management report shall be approved by the Vaughan Engineering Department;
    - iii) the Owner shall satisfy all requirements of the Region of York Transportation Services Department and the Toronto and Region Conservation Authority;
    - iv) the Owner shall provide to the Development Planning Department a copy of the final stamped approved drawings by the Block 18 Control Architect;
    - v) all hydro requirements of PowerStream Inc. shall be satisfied; and,
    - vi) the Owner shall file a Minor Variance application with the Committee of Adjustment for approval of the variances required to implement the proposed development, and their decision shall be final and binding.



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#### Economic Impact

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

#### Communications Plan

N/A

#### Purpose

The Owner has submitted a Site Development Application on the subject lands shown on Attachment #1, to facilitate the construction of a local commercial plaza consisting of two, one-storey buildings (Buildings “A” and “B”) totaling 1,561.8 m<sup>2</sup> with 77 parking spaces, as shown on Attachment #2.

#### Background - Analysis and Options

##### Location

The 0.57 ha subject lands are located at the northwest corner of Ivy Glen Drive and Dufferin Street, being Block 172 on Registered Plan 65M-3935, in Part of Lot 19, Concession 3 (Planning Block 18), City of Vaughan. The surrounding land uses are shown on Attachment #1.

##### Official Plan and Zoning

The subject lands are designated “Medium Density Residential / Commercial” by OPA #600 and “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan). The proposed development conforms to the Official Plan.

The subject lands are zoned C3 Local Commercial Zone by By-law 1-88, subject to Exception 9(1230). The proposed commercial uses, including a day nursery, comply with the Zoning By-law; however site-specific zoning exceptions are required to implement the proposed site plan, as follows:

	<b>By-law 1-88 Requirement (Exception 1230)</b>	<b>Proposed Changes</b>
Minimum front yard setback – Building “B” (Ivy Glen Drive)	11.0 m	3.0 m
Minimum rear yard setback (north property line) – Building “A”	9.0 m	5.0 m
Minimum rear yard setback to an Institutional Use (Day Nursery)	15.0 m	5.0 m
Minimum exterior yard setback (Dufferin Street) – Building “B”	11.0 m	4.1 m
Minimum interior yard setback (west property line) – Building “A”	9.0 m	4.0 m
Minimum interior yard setback to an Institutional Use (Day Nursery)	15.0 m	5.0 m
Minimum required parking spaces	94	77
Minimum landscaping buffer abutting an Open Space Zone (north property line)	2.4 m	0.2 m

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Minimum landscape strip along a lot line abutting a street line	6.0 m	3.0 m (Ivy Glen Drive); 4.7 m (site triangle); and 4.1 m (Dufferin Street)
Minimum parking aisle width	6.0 m	5.9 m

Many of the zoning exceptions are a result of the location of Building “B” being brought close to the Dufferin Street and Ivy Glen Drive property lines. The location of the building creates a better relationship between the building and the street, particularly given the direct entrance from the street located at the corner of Building “B”. The reduced setbacks for Building “A” are primarily adjacent to the storm pond and open space area and therefore should have minimal impact on the adjacent lands, subject to the comments in this report. The reduced parking standard is supported by a traffic study discussed later in this report. Accordingly, the Development Planning Department can support the variances requested.

#### Site Plan Review

The Development Planning Department is generally satisfied that the proposed site plan, building elevations and landscaping plan, as shown on Attachments #2, #3, #4, and #5, are satisfactory. The Development Planning Department recommends that the interface between Building “A” and the residential development and open space to the west be improved. In this respect, it is recommended that the west elevation of Building “A” as shown on Attachment #4 be architecturally enhanced and that additional landscaping be provided in the abutting stormwater pond area to the satisfaction of the Development Planning Department. The Development Planning Department also recommends that the ariscraft cultured stone proposed on the elevations of Buildings “A” and “B” be replaced with natural stone. In addition, the landscape plan shown on Attachment #3, illustrates a landscape buffer along Dufferin Street that wraps around the daylight triangle. The Development Planning Department recommends that the landscape buffer be removed along a portion of the daylight triangle in order to provide pedestrian access directly to the Building “B” entrances shown on Attachment #5. The Development Planning Department will work with the Owner to resolve these issues.

The Block 18 Control Architect, being The Planning Partnership, has reviewed the development proposal and provided initial comments, dated April 21, 2008, that focuses on improving the building elevations and material colour. The Owner must satisfy the requirements of the Block 18 Control Architect and the drawings must be stamped approved by The Planning Partnership prior to execution of the Site Plan Agreement or Letter of Undertaking, whichever is in effect.

The Vaughan Engineering Department has reviewed the servicing, grading and storm water management plans and has provided redlined comments, which have been forwarded to the Owner. The Owner must satisfy all requirements of the Engineering Department.

According to By-law 1-88, the proposed development requires 94 parking spaces, whereas, the site plan shows 77 parking spaces, and therefore is deficient 17 parking spaces. Vehicular access to the site is provided by a full movement driveway onto Ivy Glen Drive and a right-in / right-out driveway on Dufferin Street. The Owner has submitted a Parking Study by BA Group Transportation Consultants, dated June 5, 2008, which supports a reduction of the Shopping Centre parking standard from 6 parking spaces per 100 m<sup>2</sup> gross floor area to 5 parking spaces per 100 m<sup>2</sup> gross floor area, based on the following conclusions:

- a) the prevailing parking supply standard for larger retail centres across the Greater Toronto Area is 5 spaces per 100 m<sup>2</sup> gross floor area. Smaller centres tend to have reduced parking demands compared to larger centres due to the shorter duration of stay of customers; and,

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- b) parking supply standards for day nursery uses are generally less than 5 spaces per 100 m<sup>2</sup> gross floor area.

The Vaughan Engineering Department has reviewed the parking study and concurs with the findings.

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

#### Oak Ridges Moraine

The subject lands are designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Plan) and as a result, the Owner has submitted an Oak Ridges Moraine Conformity Report in support of the application prepared by Dillon Consulting, dated May 30, 2008, for the review and approval of the City and TRCA. The report concludes that the development conforms to the Oak Ridges Moraine Plan and that the development of the subject lands will have minimal, if any, impacts to the existing ecological functions and hydrological features of the Oak Ridges Moraine Plan. The Development Planning Department has reviewed the report and concurs with its conclusions.

#### Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the development proposal and the Oak Ridges Moraine Conformity Report prepared by Dillon Consulting and was satisfied that the subject development proposal does not negatively impact or compromise the Plan Area. The TRCA requires the following conditions be incorporated in the Site Plan Agreement or Letter of Undertaking, whichever is in effect:

- a) the Owner carry out or cause to carry out, to the satisfaction of the TRCA, the recommendations of the TRCA technical report, dated June 6, 2008, and referenced as Condition #1 in the said report;
- b) the Owner agrees to maintain all stormwater management and erosion and sediment control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA;
- c) the Owner obtain all necessary permit(s) pursuant to Ontario Regulation 166/06 from the TRCA; and
- d) the Owner erect a permanent fence along the north property limit abutting the open space valleyland block.

#### Sustainability

The applicant has advised that the following sustainable features will be provided within the building design:

- a) soak away trench galleries for grass swales along the west property line abutting Building “A”;
- b) all walkways on the subject lands are permeable pavers, which permit ground water infiltration;
- c) bicycle racks will be located on the subject lands; and,
- d) the south parking lot portion of the site (south of Building “A”) will be paved with “Eco Stone” pavers to permit ground water infiltration.

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

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

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#### **Regional Implications**

The subject lands abut Dufferin Street, which is under the jurisdiction of the Regional Municipality of York. The Regional Transportation Services Department has provided their standard conditions of site plan approval, including that the Owner provide a passenger standing area and shelter pad on Dufferin Street, which has been identified on the landscape plan shown on Attachment #3. The Owner is required to satisfy all requirements of the York Region Transportation Services Department prior to the execution of the Site Plan Agreement or Letter of Undertaking. A condition of approval is included in this respect.

#### **Conclusion**

The Site Development Application has been reviewed in accordance with OPA #600, By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a 1561.8m<sup>2</sup> local commercial plaza is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the comments and conditions in this report.

#### **Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building “A”
5. Elevations – Building “B”

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

Stephen Lue, Planner, ext. 8210  
Mauro Peverini, Senior Planner, ext. 8407

/LG

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

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Item 59, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**59**

**OFFICIAL PLAN AMENDMENT FILE OP.06.025  
KLEINBURG RESIDENTIAL ESTATES LTD.  
REPORT #P.2007.2**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.025 (Kleinburg Residential Estates Inc.) BE APPROVED, specifically to amend OPA #601 (Kleinburg-Nashville Community Plan) for the subject lands shown on Attachment #2, to facilitate residential development on individual private wells on an interim basis, until the municipal water supply can be provided for 21 estate residential detached dwelling units in Draft Plan of Subdivision 19T-95098, within the "Suburban Residential" designation.
2. THAT the implementing Official Plan Amendment include the following policies:
  - a) require the Subdivision Owner or Builder to design and construct a complete municipal water system up-front in accordance with all City standards and criteria to allow for individual lot connection and municipal water supply once water supply capacity becomes available and is formally allocated to the Plan; and,
  - b) require the Subdivision Owner or Builder to be responsible to decommission such interim private service and transition towards the municipal water supply service.

**Economic Impact**

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

**Communications Plan**

On December 15, 2006, a Notice of Public Hearing was circulated to all property owners within 120 m of the subject lands, and to the Kleinburg and Area Ratepayers' Association; and to R. Dickinson, 133 Donhill Crescent; F. Zdanowski, 800 Nashville Road; N. Zuccaro, EMC Group Ltd.; and J. Kennedy, KLM Planning Partners Inc.; who requested notification as it is related to Plan of Subdivision 19T-95098. Through the circulation of this notice, no written comments were received by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of January 22, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on January 29, 2007.

One of the recommendations from the Public Hearing required the applicant to consult with the Kleinburg and Area Ratepayers' Association respecting the naming of Street "A" as shown on Attachment #2. The applicant, consulted with the Ratepayers' Association, and Street "A" was named "Mizuno Court", which was approved by Council on April 2, 2007.

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#### **Purpose**

The Owner has submitted an Official Plan Amendment Application (File OP.06.025), specifically to amend OPA #601 (Kleinburg-Nashville Community Plan), on the subject lands shown on Attachment #1, to facilitate residential development on individual private wells on an interim basis, until the municipal water supply can be provided for 21 estate residential detached dwelling units in Plan of Subdivision 19T-95098, which was approved by Council on September 25, 2006 within the "Suburban Residential" designation and shown on Attachment #2.

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

The subject lands shown on Attachment #1 are located on the east side of Huntington Road, north of Nashville Road, in Part of Lots 26 and 27, Concession 9, City of Vaughan. The subject lands have an area of 10.8 ha and are irregular in shape, with a frontage of approximately 20 m on each of Richard Lovat Court and Huntington Road.

The subject lands are designated "Suburban Residential" with a "Neighbourhood Park" overlay designation adjacent to the valley by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #3, and also "Natural Heritage System within the Protected Countryside" by the Greenbelt Plan, as shown on Attachment #1. The lands are currently zoned A Agricultural Zone by By-law 1-88. The surrounding land uses are shown on Attachment #1.

On September 25, 2006, Council approved Draft Plan of Subdivision 19T-95098, subject to conditions, and approved Zoning By-law Amendment Application Z.95.032, to rezone the subject lands to RR(H) Rural Residential Zone, OS1 Open Space Conservation Zone, and OS2 Open Space Park Zone in the manner shown on Attachment #2, with the provision that the residential portion of the lands be zoned with the Holding Symbol "(H)", which cannot be removed until an Official Plan Amendment has been approved by Council to permit private wells on an interim basis. The required technical report comprising the Master Environmental Servicing Plan - Kleinburg Residential Estates (MESP) dated August 2005 and prepared by Valdor Engineering Inc., was submitted by the Owner to the City Engineering Department, and has been reviewed and determined that the plan can proceed on individual private wells on an interim basis. OPA #601 requires that the subject lands be serviced by municipal water supply, and consequently, the Owner submitted an Official Plan Amendment application to permit private wells on an interim basis for the water supply.

#### **Land Use Policies/Planning Considerations**

The Development Planning Department has reviewed the Official Plan Amendment application to permit residential development on individual private wells on an interim basis, until the municipal water supply can be provided for 21 estate residential detached dwelling units shown on Attachment #2, in light of the following land use policies respecting the proposal.

##### **a) Region of York Official Plan**

The subject lands are designated "Towns and Villages" by the Regional Official Plan, which permits residential development subject to the servicing capacity being addressed. In accordance with Section 6.7 "Water and Sewer Strategies" of the *Regional Official Plan*, which requires the provision of water and sewer services, and the allocation and the phasing of water supply and sanitary sewer capacity, the City is currently undertaking the Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Community to identify servicing infrastructure improvements (i.e., water supply and sanitary sewer services) required to support the build out of the planned and proposed developments. The Region of York has advised they have no objection to the application.

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b) City Official Plan Amendment #601

The subject lands are designated “Suburban Residential” with a “Neighbourhood Park” overlay designation adjacent to the valley by OPA #601 (Kleinburg-Nashville Community Plan), as shown on Attachment #3, and also “Natural Heritage System within the Protected Countryside” by the Greenbelt Plan, as shown on Attachment #1. The Official Plan permits detached residential dwellings, schools and park/open space uses. The Official Plan requires estate residential subdivisions within lands designated “Suburban Residential” to have a range of lot sizes related to the site’s topography, vegetation and soil characteristics to retain a semi-rural residential character. The draft plan of subdivision shown on Attachment #2 provides for a range of lot areas and configurations in accordance with the Official Plan.

The Official Plan requires lands designated “Suburban Residential” to be serviced by a private sewage septic system with lot areas of sufficient size to accommodate two septic tile beds and municipal water system. The subdivision plan is proposed to be serviced by well water on an interim basis and by private individual sewage septic systems. In order to allow for the usage of private individual wells for water supply for the plan shown on Attachment #2, an amendment to the Official Plan is required. The Development Planning and Engineering Departments can support the amendment on the basis of the Subdivision Owner designing and constructing a complete municipal water system up-front in accordance with all City standards and criteria to allow for individual lot connection and supply once water supply capacity becomes available and is formally allocated to the draft plan, and decommissioning such interim private service and transition towards the municipal water supply service. The by-law to facilitate the plan and final draft plan approval cannot be enacted until the Official Plan Amendment is approved and in effect. The conditions of draft plan approval for Plan of Subdivision 19T-95098 provided conditions restricting the sale of the subject lots pending an amendment to the Official Plan, which is to be in full force and effect.

The City is currently undertaking the Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, which is expected to be finalized by Late Fall 2008/Early Winter 2008. The Class EA Study will identify servicing infrastructure improvements (i.e., water supply and sanitary services) required to support the build out of the planned and proposed developments for the Kleinburg-Nashville Community. The Official Plan requires development within the “Suburban Residential” designation to be on full municipal water supply. The completion of the Class EA for the purposes of addressing the planned and proposed developments for the Kleinburg-Nashville Community will determine the infrastructure that is required to support the proposal. The proposal is also in keeping with the infrastructure policies of the *Provincial Policy Statement (2005)* and *Places To Grow*.

City Engineering Department

The Engineering Department has reviewed the application and provides the following comments:

a) Environmental Site Assessment (ESA)

Prior to final approval of the draft plan or any portion thereof, a Phase 1 and Phase II Environmental Site Assessment (ESA) are required to be submitted for approval by the City. The City will require documented proof of the registration of the Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE), which includes the acknowledgement from the MOE and a signed RSC by a qualified person, which shall be submitted for approval to the City. A condition of approval was included in the report that recommended approval of the draft plan of subdivision on September 25, 2006.

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#### b) Engineering Services

The City Engineering Department has reviewed the *Master Environmental Servicing Plan - Kleinburg Residential Estates (MESP)*, dated August 2005 and prepared by Valdor Engineering Inc. The plan is located in the Kleinburg-Nashville Service Area of the York Region Water Distribution System. The plan can be provided with a looped water supply by extending the existing 300 mm diameter watermain on Huntington Road and connecting to the existing 200 mm diameter watermain on Richard Lovat Court. However, due to the present water servicing capacity restriction in the Kleinburg-Nashville Service Area, the plan can proceed on individual private wells based on the commitment by the Owner to design and construct a complete municipal water system up-front, in accordance with all City standards and criteria to allow for individual lot connection and supply once servicing allocation capacity becomes available and is formally allocated to the plan.

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

The TRCA has reviewed the proposal, including, but not limited to, *Pumping Test Report*, dated January 2008, by McClymont & Rak Engineers Inc., and *Reponses To The Queries of Geohydrology Study*, dated January 2008, by McClymont & Rak Engineers Inc., and has no objection to the proposal to allow development on an interim basis until municipal water supply can be provided for the draft 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 has reviewed the proposal and has advised that the subject lands are draft approved and will ultimately be serviced by municipal water. Therefore, there is no objection to the proposal and the lands are exempt from Regional Official Plan approval.

#### **Conclusion**

The Development Planning Department has reviewed Official Plan Amendment File OP.06.025 (Kleinburg Residential Estates Inc.) to amend OPA #601 (Kleinburg-Nashville Community Plan) to facilitate residential development on individual private wells on an interim basis, until the municipal water supply can be provided for 21 estate residential detached dwelling units in Plan of Subdivision 19T-95098, within the “Suburban Residential” designation for the subject lands, as shown on Attachment #2.

The City is currently undertaking the Local Water and Wastewater Servicing Strategy Master Plan Class Environmental Assessment (EA) Study for the Kleinburg-Nashville Service Area, which is expected to be finalized by Late Fall 2008/Early Winter 2008. The Class EA Study will identify servicing infrastructure improvements (i.e., water supply and sanitary services) required to support the build out of the planned and proposed developments for the Kleinburg-Nashville Community and determine the infrastructure that is required to support the proposal. The subdivision will be serviced on private septic system, and in the interim on private well water services until such time as full municipal water service is available in the area, at which time the applicant will be responsible to decommission such interim private service and transition towards the municipal service.



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The Official Plan Amendment Application is consistent with the *Provincial Policy Statement (2005)* and *Places to Grow*, can be supported by Regional Official Plan policies, and would result in development that would be appropriate and compatible with the context of the existing community.

The Development Planning Department can support the approval of the Official Plan Amendment Application, in accordance with the recommendation of this report.

**Attachments**

1. Location Map
2. Draft Plan of Subdivision 19T-95098
3. Kleinburg-Nashville Community Plan - Land Use Schedule

**Report prepared by:**

Judy Jeffers, Planner, ext. 8645  
Mauro Peverini, Senior Planner, ext. 8407

/LG

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

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

Item 60, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By approving that the following be added to the end of Clause 1 of the recommendation:***

- ***The advisability of allowing independent taxi operators (i.e. licensed but not bound to a taxi brokerage firm).***

60

### LICENSING BY-LAW REVIEW

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Chair of the Vaughan Taxicab Advisory Committee, dated June 16, 2008:

#### Recommendation

The Chair of the Vaughan Taxicab Advisory Committee in consultation with the Commissioner of Legal & Administrative Services and City Solicitor, and the Chief Licensing Officer, recommend:

1. That Staff hold a public meeting pursuant to Notice By-law 392-2002 to consider the following possible amendments to the Taxicab section of Licensing By-law 315-2005:
  - A revised tariff rate, as well as a mechanism for the indexing of tariff rates, to reflect in a more timely fashion fluctuations in the cost of gasoline and other operating expenses, with consideration given, though not exclusively, to the Toronto model for such a mechanism;
  - A revised trip sheet;
  - A protocol with respect to both internal and external advertising;
  - A protocol for the extension of the service life of well-maintained vehicles by one year, subject to the approval of the Chief Licensing Officer;
  - A revised site plan process, to require the designation of dedicated taxi stands at any site which may reasonably be expected to attract the public traveling to and from such site by taxi;
2. That Staff be directed to raise with the Region of York Transportation Services the following issues, reflecting the concerns of residents in respect of mobility taxi services in York Region:
  - The quality of Mobility Plus services as delivered in Vaughan, including a reported decline in the quantity and quality of said services and
  - The lack of taxi stands immediately north of Steeles Avenue, beside the northbound lanes, where residents of York Region wishing to continue a northward journey can access taxis in a safe manner.
3. That Staff provide an opinion respecting the legality/propriety of permitting the installation of video and/or audio recording equipment, at the option of the plate-owner or driver, to assist in the settling of any disputes between drivers and customers.

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4. That Staff provide an opinion respecting the legality of landlords limiting access to certain quasi-public spaces to one or more taxi companies, to the exclusion of one or more other companies.
5. That Staff report back to the Committee of the Whole in September 2008 with respect to the above recommendations.

#### **Economic Impact**

Nil

#### **Communication Plan**

Public notice of a public meeting to discuss the recommendations contained in this report will be made pursuant to the Notice By-Law 394-2002.

#### **Purpose**

To direct Staff to conduct public consultations and make recommendations to the Committee of the Whole addressing the issues raised by the Taxicab Advisory Committee as listed in the recommendations section of this report.

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

The Taxicab Advisory Committee was established during the 2003 term of Council, to provide a forum for the resolution of issues raised by taxi brokers, plate owners, and drivers in the City of Vaughan. Each of the three licensed taxi companies in Vaughan, Ace, Astro and Minute are represented on the Committee, along with one plate owner and one driver associated with the licensee.

The Taxicab Advisory Committee meets on an as-needed basis, and has over its lifetime protected the public interest by resolving many matters of concern, to the mutual satisfaction of brokers, plate owners, drivers, and licensing staff. Any amendments to the taxicab provisions of the Licensing by-law have always kept in mind the interests of the riding public in terms of safety and consumer protection. A recent meeting generated discussion of a number of issues the resolution of which might be embodied in changes to be brought forward respecting the taxicab section of the Licensing By-law and other municipal processes, in the fall of this year.

#### **Relationship to Vaughan Vision 20/20**

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

#### **Conclusion**

This item requests recommendations from appropriate staff with respect to a number of issues raised by members of the Taxicab Advisory Committee.

#### **Attachments**

None

#### **Report prepared by**

Councillor Tony Carella, FRSA

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Item 61, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By receiving the memorandum from the Commissioner of Planning, dated June 20, 2008.***

**61**

**SITE DEVELOPMENT FILE DA.07.093  
CITY OF VAUGHAN, C/O THE REGIONAL MUNICIPALITY OF YORK**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved;**
- 2) That a comprehensive landscape plan be provided for the Council meeting of June 23, 2008;**
- 3) That the following deputations be received:**
  - a) Ms. Cathy Ferlisi, President, Concord West Ratepayers' Association, 7777 Keele Street, Unit 8/70, Concord, L4K 1Y7;**
  - b) Mr. Stefano Cortellucci, Cortel Group, 2800 Highway No. 7 West, Suite 301, Concord, L4K 1W8, on behalf of the Hollywood Princess Convention and Banquet Centre Ltd.;**
  - c) Mr. Neil MacDonald, Project Manager, Community Environmental Centre Project, York Region Solid Waste Management; and**
  - d) Mr. John Stevens, J. H. Stevens, Planning and Development Consultants; and**
- 4) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

- 1. THAT the report for Site Development File DA.07.093 (City of Vaughan, c/o The Regional Municipality of York) BE RECEIVED; and,**
- 2. THAT Council authorizes Staff to continue to work with the Region of York with respect to the following matters:**
  - a) that prior to the issuance of a building permit by the Building Standards Department:**
    - i) the final site plan, building elevations and landscaping shall be approved by the Development Planning Department;**
    - ii) the final site servicing and grading plans, and stormwater management report, shall be approved by the City Engineering Department;**
    - iii) all requirements of Canadian National Railway shall be satisfied;**
    - iv) all requirements of the Toronto and Region Conservation Authority shall be satisfied, and the required TRCA Permits shall be obtained; and,**
    - v) the required Certificate of Approval from the Ministry of Environment shall be obtained.**

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#### **Economic Impact**

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

#### **Communications Plan**

On December 4, 2007, the Waste Management Branch of York Region hosted a public consultation meeting. Local residents, property owners and businesses were invited to discuss the proposed Community Environmental Centre.

#### **Purpose**

The Regional Municipality of York-Solid Waste Management Branch has submitted a Site Development Application for the City-owned lands shown on Attachment #1, to facilitate the development of a Community Environmental Centre (CEC)/Waste Recycling Facility, as shown on Attachment #2. The facility will provide local residents with the opportunity to drop-off their household reusable goods, recyclable materials and wastes.

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

##### **Location**

The site is located on the north side of Regional Road 7, east of Creditstone Road, with access from Mc Cleary Court, as shown on Attachment #1.

##### **Official Plan and Zoning**

The subject lands are designated "Corporate Centre District" by the City's Corporate Centre Plan (OPA #500) and further designated "Corporate Centre Corridor" by the Avenue 7 Study and Plan (OPA #663). OPA #663 has been adopted by Vaughan Council and is pending final approval from York Region. These designations permit a wide range of uses, including but not limited to, retail, office, civic and commercial uses.

The subject lands are zoned EM1 Prestige Employment Area Zone by By-law 1-88. The Public Uses Section (3.10) of By-law 1-88 permits the use of any land in any zone for a civic purpose by the City, the Regional Municipality of York, or other Government Authorities.

The proposed Community Environmental Centre is deemed a civic use; therefore, it conforms and complies with the Official Plan and Zoning By-law, respectively.

##### **Site Plan Review**

The site plan (Attachment #2) shows a re-use centre building with a canopy and white goods collection area at the southwest corner of the site. The re-use centre will serve as the main area for material drop-off, storage and transfer and will include both an administrative/office area and educational/promotional area. The public education and information area includes resource materials and displays dedicated to the topics of waste management, sustainable development and environmental conservation. Information related to local and Regional programs (i.e. Blue Box, Green Bin, etc.) will be available along with interpretive information specific to LEED certification of the facility and other potential topics focused on waste management, conservation and the environment. The education and information area may also be utilized during occasional on-site public promotional and awareness activities or events, which may be conducted jointly at the facility by the Region and the Community Environmental Centre charity partners (Goodwill and Habitat for Humanity).

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A blue-box drop-off zone is located in the centre of the site and canopied bins for bulky recyclables and waste are located along the eastern perimeter of the site. An equipment storage building with a refueling pump along with a truck weighing area is proposed at the northwest corner of the site.

The proposed elevation plans are shown on Attachments #3 to #5. The building materials consist of gray metal siding and stone, with blue metal roofs. The re-use centre, equipment storage building, and canopied bins, will be constructed to a height of 8.2m, 6.2m and 7m, respectively.

The proposed landscaping is shown on Attachment #6, which includes a 2.5m wide landscape strip within the property limits along Regional Road 7 and Mc Cleary Court, respectively. Planting proposed along Regional Road 7 is shown within the Regional right-of-way. Additional planting is proposed in the interior of the site and along the western property lines.

The Development Planning Department has met with Regional staff to discuss the site plan, elevation plan and landscaping. The Region has agreed to continue to work with Vaughan staff with respect to, but not limited to the following: building materials, colours, and planting. Should Council approve the recommendation contained in this report, the Development Planning Department will continue to work with the Region to finalize the site, elevation and landscaping plans and these plans shall be approved to the satisfaction of the Development Planning Department.

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

The eastern portion of the property is within the TRCA's Regulated Area of the Don River Watershed. Given that the proposal includes grading and paving works and the construction of a stormwater management pond within their regulated area, a TRCA Permit under Ontario Regulation 166/06 is required for these works. The Region shall satisfy all requirements of the Toronto and Region Conservation Authority and shall obtain all required permits, prior to the issuance of a building permit from the City.

#### Ministry of Environment/ Vaughan Engineering Department

The Region has submitted an application for a Certificate of Approval for a Waste Disposal site under Section 27 of the Environmental Protection Act (EPA) to the Ontario Ministry of Environment. The certificate of approval is required prior to the issuance of building permit.

The Region has also submitted a site grading and servicing plan and a stormwater management report, which will be approved to the satisfaction of the Vaughan Engineering Department, prior to the issuance of a building permit.

#### Sustainability

The Region is pursuing a Silver LEED accreditation for the proposed Community Environmental Centre, which is consistent with recent Regional policy to obtain a minimum sustainable design and construction standard of LEED Silver for new Regional facilities over 500m<sup>2</sup>. The proposed development includes some of the following sustainable features:

- **Limit Parking Capacity:** Provide preferred parking designated for use exclusively by carpools/car co-ops equal to 10%
- **Heat Island Effect, Roof:** Use roofing material having a high Solar Reflectance Index (SRI)
- **Light Pollution Reduction:** Design outdoor lighting only for safety and comfort while not exceeding 80% of the lighting power density
- **Landscape Irrigation/Wastewater:** Reduce water consumption

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- **Minimum Energy Performance:** reduce designed energy consumption by 25%
- **Internal Collection and Storage of Recyclables:** area for recycling will be provided internal to the building for staff use
- **Carbon Dioxide Monitoring:** provide ventilation controls to limit CO2 levels
- **Daylight 75% of Spaces:** provide minimum of 2% of daylight in 75% of regularly occupied areas for critical visual tasks.

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

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly “Lead and Promote Environmental Sustainability, which will assist to increase the waste diversion target to 95% as part of the Greening Vaughan strategy; and, “Plan and Manage Growth and Economic Vitality.”

#### **Regional Implications**

The Region of York should satisfy all the conditions noted in the recommendation section of this report, prior to the issuance of a building permit by the Building Standards Department.

#### **Conclusion**

The proposed Site Development Application has been reviewed in accordance with the policies in OPA #500, the requirements of By-law 1-88, the comments received from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development of the subject lands for a Community Environmental Centre/Waste Recycling Facility is consistent with the objectives of Vaughan Vision 2020 to increase the waste diversion target as a part of the Greening Vaughan strategy. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

#### **Attachments**

1. Location Map
2. Site Plan
3. Elevation Plan-Re-Use Centre
4. Elevation Plan-Equipment Storage Building
5. Elevations-Drop-Off Structures with Canopies
6. Landscape Plan

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

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

/LG

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 62, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**62**

**ZONING BY-LAW AMENDMENT FILE Z.06.063  
SITE DEVELOPMENT FILE DA.06.083  
SANFRANDINO INVESTMENTS LTD.  
REPORT #P.2007.5**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.06.063 (Sanfrandino Investment Ltd.) BE APPROVED, specifically to amend By-law 1-88 respecting the subject lands shown on Attachment #1, as follows:
  - a) Permit the following additional uses on the subject lands, within the C1 Restricted Commercial Zone, subject to Exception 9(356):
    - i) Day Nursery;
    - ii) Post Office;
    - iii) Veterinary Clinic;
    - iv) Pet Grooming Establishment;
    - v) Club or Health Centre;
    - vi) Technical School;
    - vii) Eating Establishment, Take-out and Eating Establishment, Convenience;
    - viii) Outdoor Patio in association with an Eating Establishment; Eating Establishment, Take-out; or Eating Establishment, Convenience;
    - ix) Personal Service Shop;
    - x) Photography studio;
    - xi) Video Store; and,
    - xii) Seasonal Garden Centre, subject to the following provisions:
      - the maximum area devoted to a seasonal garden centre shall be 146 m<sup>2</sup>; and,
      - a seasonal garden centre shall be defined as land or structures used for the sale of plants, shrubs or trees and other associated products for household gardening needs and shall operate from and including April 15<sup>th</sup> to and including June 15<sup>th</sup> of each year.
  - b) Permit the following exceptions to the C1 Restricted Commercial Zone, subject to Exception 9(356), on the subject lands:
    - i) a minimum landscape strip width of 0.8 m (existing) abutting a public road (Major Mackenzie Drive), whereas By-law 1-88 requires 6.0 m;
    - ii) a minimum interior side yard setback (west) of 6.4 m for an institutional use (day nursery), whereas By-law 1-88 requires 15 m;
    - iii) a minimum of 83 parking spaces for all permitted uses on the site, whereas By-law 1-88 requires 117 parking spaces;



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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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- iv) restrict the total area devoted to an outdoor patio(s) as shown on Attachment #2, to 22.5m<sup>2</sup>, and such use shall not be required to be enclosed by a physical barrier in accordance with Subsection 5.1.6(h) of By-law 1-88;
  - v) permit an outdoor patio to be located between a building and a Residential Zone (on south side of Major Mackenzie Drive), whereas By-law 1-88 does not permit an outdoor patio between a building and a Residential Zone; and,
  - vi) limit the existing gross floor area devoted to all eating establishment uses on the subject lands to a combined total maximum of 35% of the total gross floor area of the building.
2. THAT Site Development File DA.06.083 (Sanfrandino Investments Ltd.) BE APPROVED, to amend the existing site plan agreement on the subject lands to reflect the current conditions of the property as shown on Attachment #2, and to permit the proposed ground sign to be located along Major Mackenzie Drive as shown on Attachment #5.

#### **Economic Impact**

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

#### **Communications Plan**

On January 26, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Maple Village Ratepayers Association. Through the circulation, no comments were received by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 19, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on February 26, 2007.

#### **Purpose**

The Owner has submitted the following applications:

1. A Zoning By-law Amendment Application (File Z.06.063) to permit additional commercial uses and zoning exceptions to Exception 9(356) on the subject lands shown on Attachment #1, within the C1 Restricted Commercial Zone.
2. A Site Development Application (File DA.06.083) to update the site plan to reflect the current as-built conditions of the subject lands as shown on Attachment #2, and to permit the proposed ground sign to be located along Major Mackenzie Drive as shown on Attachment #5.

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

##### **Location**

The 0.59 ha subject lands are located on the north side of Major Mackenzie Drive, west of Keele Street, municipally known as 2338 Major Mackenzie Drive, in Lot 21, Concession 4, City of Vaughan, as shown on Attachment #1.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

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#### Official Plan

The subject lands are designated "Maple Commercial Core Area" by OPA #350 (Maple Community Plan), as amended by OPA #533. The proposed uses and site development conforms to the Official Plan. The subject lands are also located within the Maple Heritage Conservation District.

#### Zoning

The subject lands are zoned C1 Restricted Commercial Zone by By-law 1-88, subject to Exception 9(356). The following chart identifies the current uses permitted under Exception 9(356) and the proposed additional uses.

Current Uses Under Exception 9(356)	Proposed Additional Uses
<ul style="list-style-type: none"><li>a) A Bank or Financial Institution;</li><li>b) A Barber Shop;</li><li>c) A Beauty Parlour;</li><li>d) A Business or Professional Office;</li><li>e) An Eating Establishment;</li><li>f) A Retail Store; and</li><li>g) A Service or Repair Shop.</li></ul>	<ul style="list-style-type: none"><li>a) Day Nursery;</li><li>b) Post Office;</li><li>c) Veterinary Clinic;</li><li>d) Pet Grooming Establishment;</li><li>e) Club or Health Centre;</li><li>f) Technical School;</li><li>g) Eating Establishment, Take-out; and Eating Establishment, Convenience;</li><li>h) Outdoor Patio in association with an Eating Establishment; Eating Establishment, Take-out; or Eating Establishment, Convenience;</li><li>i) Personal Service Shop;</li><li>j) Photography Studio;</li><li>k) Video Store; and</li><li>l) Seasonal Garden Centre with a maximum area of 146 m<sup>2</sup>. A seasonal garden centre shall be defined as land or structures used for the sale of plants, shrubs or trees and other associated products for household gardening needs and shall operate from and including April 15<sup>th</sup> to and including June 15<sup>th</sup> of each year.</li></ul>

At the Public Hearing on February 19, 2007, the Development Planning Department reported that the Owner requested a myriad of uses to be permitted on the subject lands. Upon further analysis, it was determined that some of the uses requested, including a radio transmission tower, a drive through, a medical office or clinic (same as permitted Business or Professional Office use), church, place of amusement and motor vehicle sales establishment, were not conducive with either the existing site layout or compatible with the surrounding land uses, or the use is already permitted. The Owner proposes to amend the By-law to permit the additional uses listed above, which can be supported by the Development Planning Department, and the following zoning exceptions:

- a) a minimum landscape strip width of 0.8m (existing) abutting a public road (Major Mackenzie Drive), whereas By-law 1-88 requires 6.0 m;
- b) a minimum interior side yard setback (west) of 6.4 m for an institutional use (day nursery), whereas By-law 1-88 requires 15 m;

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### EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008

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- c) a minimum of 83 parking spaces for all permitted uses on the site, whereas By-law 1-88 requires 117 parking spaces;
- d) restrict the total area devoted to an outdoor patio(s) on the subject lands to 22.5 m<sup>2</sup>;
- e) permit an outdoor patio to be located between a building and a Residential Zone (on south side of Major Mackenzie Drive), whereas By-law 1-88 does not permit an outdoor patio between a building and a Residential Zone; and,
- f) limit the existing gross floor area devoted to all eating establishment uses to a combined total maximum of 35% of the total gross floor area of the building on the subject lands.

The commercial building was constructed in the 1980's and the implementing zoning by-law restricted the uses permitted on the subject lands with the uses noted earlier.

The Development Planning Department can support the reduced interior side yard setback for an institutional use and for the reduced landscape buffer along Major Mackenzie Drive as the site configuration and building location have existed since the time of building construction. The seasonal garden centre use can be supported since the use has existed since the 1990s and the use is compatible with the surrounding commercial uses. The Owner proposes to limit the seasonal garden centre use to two months per annum (April 15 to June 15), which would not have adverse effects on the surrounding area. The outdoor patio use exists in two locations along Major Mackenzie Drive and would serve to benefit a more pedestrian-friendly streetscape within the Maple Commercial Core area, particularly by providing an exception to not require a physical barrier around the perimeter of the outdoor patio area. It is also recommended that the gross floor area devoted to all existing eating establishment uses on the subject lands be limited to a maximum of 35% (maximum 20% permitted in a C1 Zone in By-law 1-88) of the total gross floor area of the building in order to minimize the impact of these uses on the available parking supply.

For the reasons noted above, the Development Planning Department can support the amendments to the Zoning By-law. Exceptions for parking are also being supported, as discussed in the "parking" section of this report.

#### Site Plan Review

The 0.59 ha subject lands are developed with an existing one-storey 1,942 m<sup>2</sup> building located in the southwest portion of the site. The building is currently occupied by an existing eating establishment, coffee shop, sports bar, two outdoor patio areas, children's party room, a driving school, and personal service uses. Two driveways on Major Mackenzie Drive provide access from the east and west sides of the property leading to the parking area located to the east and rear of the existing building. The proposed seasonal garden centre use at the rear of the building is accessed by both of these driveways.

The Owner proposes to maintain the existing building, including all elevations, signage and landscaping on the subject lands, as shown on Attachments #3 and #4. The only changes being proposed to the existing site plan are as follows:

- i) a reconfiguration of the parking lot to maximize on-site parking;
- ii) the identification of a potential children's play area, as shown on Attachment #2, associated with the proposed day nursery use;
- iii) the identification of a seasonal garden centre located in the rear yard, as shown on Attachment #2;
- iv) a new ground sign along the Major Mackenzie frontage, as shown on Attachment #5; and,
- v) permit the two outdoor patios, as shown on Attachment #2.

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The applicant has been advised that a minor site plan amendment will be required to provide the details of the play area including the provision of secure fencing, should a day nursery use locate to the property.

The existing building does not have the capability to store refuse internally. Consistent with the adjacent landowners to the east and west, the refuse storage area is proposed to be located in the northwest portion of the subject lands, within the rear parking area, as shown on Attachment #2, which the Owner has agreed to screen with wood fencing.

The Development Planning Department is satisfied with the proposed site plan, as shown on Attachment #2. The Owner does not propose to alter the existing landscaping and elevation plans, as shown on Attachments #3 and #4, respectively.

#### Maple Heritage Conservation District

The subject lands are located within the Maple Heritage Conservation District, which came into full force and effect on December 7, 2007. On April 16, 2008, Heritage Vaughan adopted the Cultural Services Division recommendation to approve the proposed ground sign design, as shown on Attachment #5. The Owner is required to finalize the details of the sign with the Cultural Services Division.

#### Maple Streetscape Community Advisory Committee

The Maple Streetscape Community Advisory Committee has indicated their approval of the site plan at their May 15, 2008 meeting. Two Maple-themed lighting fixtures are to be provided along the Major Mackenzie Drive frontage, as shown on Attachment #2.

#### Parking

The implementing zoning by-law for the site was enacted in the early 1980's, prior to By-law 1-88 coming into full force and effect in 1989. The original implementing by-law was later incorporated into By-law 1-88 as Exception 9(356), which provides minimum parking requirements for each individual permitted use as follows:

Chart 1: Parking Requirement Based on Use – Exception 9(356)

<u>A bank or financial institution</u>	<u>5.5 spaces / 100 m<sup>2</sup> GFA</u>
<u>A barber shop / beauty parlour</u>	<u>5.5 spaces / 100 m<sup>2</sup> GFA</u>
<u>A business or professional office</u>	<u>3 spaces / 100 m<sup>2</sup> GFA</u>
<u>An eating establishment</u>	<u>1 space per 4 customer seating spaces or 16 spaces / 100 m<sup>2</sup> GFA, whichever is greater</u>
<u>A retail store</u>	<u>4.8 spaces / 100 m<sup>2</sup> GFA</u>
<u>A service or repair shop</u>	<u>4.8 spaces / 100 m<sup>2</sup> GFA</u>

However, the C1 Restricted Commercial Zone under By-law 1-88 permits commercial uses that are developed in a shopping centre format to provide parking at a rate of 6 spaces / 100 m<sup>2</sup>. Using this standard, parking for the subject lands is calculated as follows:

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Chart 2: Parking Requirement Based on Standards of By-law 1-88

<u>6 spaces / 100 m<sup>2</sup> GFA</u>	<u>1,942.1 m<sup>2</sup></u>	<u>117 parking spaces</u>
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The Owner submitted a parking study prepared by Mark Engineering, dated October 28, 2007. The parking study demonstrated that 83 parking spaces would adequately serve the existing and proposed uses based on the parking requirements identified in Chart 3 below, compared to the By-law 1-88 requirement of 117 parking spaces as indicated on Chart 2.

Chart 3: Parking Study Requirement <sup>1</sup>

<u>Retail Stores (6 spaces /100 m<sup>2</sup> GFA)</u>	<u>497 m<sup>2</sup></u>	<u>29.82 parking spaces</u>
<u>Eating Establishment</u> <u>(1 space per 4 customer seating spaces)</u>	<u>120 seats</u>	<u>30 parking spaces</u>
<u>Business or Professional Office</u> <u>(3.5 spaces/100 m<sup>2</sup> GFA)</u>	<u>380.2 m<sup>2</sup></u>	<u>13.3 parking spaces</u>
<u>Day Nursery (1.5 spaces / employee)</u>	<u>6 employees</u>	<u>9 parking spaces</u>
		<u>Total 83 parking spaces</u>

Notes

1. *Based on Parking and Traffic Study by Mark Engineering, October 28, 2007*

The Owner proposes 94 parking spaces in the reconfigured parking area, which is 11 parking spaces more than recommended by the parking study. The Owner proposes to allocate approximately 6 of these parking spaces for a seasonal garden centre and 3 parking spaces for a potential outdoor play area in association with a day nursery use, as shown on the site plan, resulting in 85 parking spaces or 2 surplus parking spaces (from the recommended 83 spaces) on the subject lands.

The Vaughan Engineering Department is satisfied with the site plan and with the findings of the Parking and Traffic Study by Mark Engineering. On this basis, the Development Planning Department can support a zoning exception to permit a minimum of 83 parking spaces on the subject lands, to facilitate all mix of permitted uses on the site.

### 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 subject lands have access onto Major Mackenzie Drive, being a Regional right-of-way. The Region's Transportation Services Department has reviewed the applications and has no comments or objections. The Region of York will be a signing party to the amending site plan agreement, unless the City's letter of undertaking is in effect, to which the applicant would need to enter into a separate agreement with the Region.

### Conclusion

The Development Planning Department has reviewed the Zoning By-law Amendment Application (File Z.06.063) and Site Development Application (File DA.06.083) in accordance with the policies

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**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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of OPA #350, as amended by OPA #533; the requirements of By-law 1-88, the Maple Heritage Conservation District, and the Maple Streetscape Community Advisory Committee; and in the context of the surrounding land uses. The Development Planning Department is satisfied that the proposed additional uses are consistent with the commercial uses on the subject lands and can be accommodated without any impact to the surrounding land uses. The Site Development application is for the most part recognizing development that has existed on the property for several years. The changes being proposed are considered to be minor in nature and can be supported, subject to the comments in this report.

**Attachments**

1. Location Map
2. Site Plan
3. Existing Building Elevations
4. Existing Landscape Plan
5. Proposed Ground Sign

**Report prepared by:**

Stephen Lue, Planner, ext. 8210  
Mauro Peverini, Senior Planner, ext. 8407

/CM

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 63, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**63**

**SITE DEVELOPMENT FILE DA.07.059  
LORMEL DEVELOPMENTS (WESTON) INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT the building elevations shown on Attachments #3, #4 and #5 (Buildings "A", "B" and "C", respectively) for Site Development File DA.07.059 (Lormel Developments (Weston) Inc.) BE APPROVED.

**Economic Impact**

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

**Communications Plan**

N/A

**Purpose**

For the Committee of the Whole to consider the building elevations (Attachments #3, #4 and #5) for Site Development File DA.07.059 on the subject lands shown on Attachment #1, to permit the development of the 3.28 ha site with a three-storey office with a connected one-storey multi-unit industrial building including a second-storey mezzanine (Building "A" - 7,951.86 m<sup>2</sup>), and two, one-storey multi-unit industrial buildings, each with a second-storey mezzanine (Building "B" - 5,963.90 m<sup>2</sup> and Building "C" - 5,611.76 m<sup>2</sup>) as shown on Attachment #2.

**Background - Analysis and Options**

**Location**

The subject lands are located on the east side of Cityview Boulevard, north of Major Mackenzie Drive, being Block 268 on Plan 65M-3898, in Part of Lot 22, Concession 5, City of Vaughan, as shown on Attachment #1.

**Official Plan/Zoning By-law**

The subject lands are designated "High Performance Employment Area" by OPA #600 and are zoned EM1 Prestige Employment Area Zone by By-law 1-88, subject to Exception 9(1223). The proposed industrial development conforms to the Official Plan and complies with the Zoning By-law. The subject lands are within the approved Block 33 West Block Plan.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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##### Elevations/Building Design

The development includes three buildings, two of which face Highway #400 (Buildings "A" and "B"), as shown on Attachment #2. The main entrance for the office use in Building "A", which faces Highway #400, is comprised of two symmetrical sets of brown brick columns extending from the first to the third storey. The first storey is clad in brown brick and beige coloured precast concrete, which flanks vision glass and the main entrance. The façade also features vision and non-vision glass on the second and third storeys, which wrap around a portion of the north and south elevations, as shown on Attachment #3. The façades for Building "B" where it faces Highway #400, and Buildings "A" and "C" where they face Cityview Boulevard are comprised of a similar treatment of brown brick columns flanking vision and non-vision glazing, and beige precast concrete cladding, as shown on Attachments #3, #4 and #5. The facades that face the interior of the site, which is the loading area, will be clad in beige concrete with square windows in the upper level of the first floor, as shown on Attachments #3, #4 and #5.

The roof-top mechanical equipment is proposed to be screened from the view of Cityview Boulevard and Highway #400. The proposed elevations for Buildings "A", "B" and "C" do not include any wall signage, and therefore, the Applicant must comply with the Sign By-law upon application for a Building Permit.

Buildings "A" and "B" are setback 27 m from the Ministry of Transportation (MTO) right-of-way, whereas MTO requires a minimum setback of 14 m from their right-of-way. The site plan includes a landscaped area abutting the MTO right-of-way ranging between 9 m and 15 m, as shown on Attachment #6. Landscaping is also provided within a 6 m wide strip abutting Cityview Boulevard.

##### Sustainability

The sustainable features proposed for the development include bike racks; and, double glazed vision glass, insulated non-vision glass and insulated pre-cast concrete panels for the cladding of the buildings.

##### City Engineering Department

The City Engineering Department has no objections to the proposal and requires that the final site servicing, grading and stormwater management plans be addressed to their satisfaction.

##### Ministry of Transportation

The Ministry of Transportation (MTO) has reviewed the proposal and requires that a traffic impact study be prepared for MTO approval and that a survey be provided to confirm MTO's right-of-way.

##### **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 no objections to the proposed development, and does not wish to be party to the implementing site plan agreement or letter of undertaking, whichever is in effect, for the proposed development.



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**Conclusion**

The Development Planning Department is satisfied with the proposed elevations, for the one, three-storey office with one-storey multi-unit industrial building (Building "A"), and two, one-storey multi-unit industrial buildings (Buildings "A" and "C").

**Attachments**

1. Location Map
2. Site Plan
3. Elevations - Buildings "A"
4. Elevations - Buildings "B"
5. Elevations - Buildings "C"
6. Landscape Plan

**Report prepared by:**

Judy Jeffers, Planner, ext. 8645  
Mauro Peverini, Senior Planner, ext.8407

/CM

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 64, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

64

#### **TEMPORARY BORROWING BY-LAW FOR WORKS**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager/Commissioner of Finance & Corporate Services, dated June 16, 2008:

##### **Recommendation**

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

That Council enact a Temporary Borrowing By-law for Works for an amount up to \$100,000,000 from the City's corporate bank of record.

##### **Economic Impact**

There is no cost to have this temporary borrowing available to the City; however, there would be an economic impact to the extent of interest carrying costs on amounts borrowed.

##### **Communications Plan**

Not applicable.

##### **Purpose**

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

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

Section 405 of the Municipal Act states:

- “(i) A municipality may authorize temporary borrowing to meet expenditures made in connection with a work to be financed in whole or in part by the issue of debentures if,
- (b) the municipality is a lower tier municipality in a regional municipality and it has approved the work and the upper tier municipality has approved the issue of debentures for the work.

The Municipal Act defines work as an undertaking, project, scheme, act, matter or thing. A temporary borrowing by-law for work is recommended for unforeseen circumstances. The temporary borrowing by-law authorizes the City Treasurer from time to time as conditions may warrant to borrow for works from the City's corporate bank as may be deemed necessary within the provisions of Section 405 of the Municipal Act up to \$100,000,000.

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

This report is consistent with the priorities previously set by Council particularly: Management Excellence – Ensure Financial Stability.

**CITY OF VAUGHAN**

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**Regional Implications**

This report as written has no regional implications.

**Conclusion**

Council authorize the City Treasurer from time to time as conditions may warrant to borrow for works from the corporate bank of record, amount not exceeding \$100,000,000 as may be deemed necessary within the provisions of Section 405(1) of the Municipal Act.

**Attachments**

None

**Report prepared by:**

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 65, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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**OFFICIAL PLAN AMENDMENT FILE OP.08.003  
1720447 ONTARIO LIMITED  
REPORT #P.2008.13**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.08.003 (1720447 Ontario Limited) BE APPROVED, to amend OPA #210 (Thornhill-Vaughan Community Plan), as amended, to permit an increase in the total approved number of units on the subject lands shown on Attachment #1, from 223 to 238 (ie. an additional 15 apartment units), to facilitate the proposed high density development as shown on Attachment #2.

**Economic Impact**

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

**Communications Plan**

On March 14, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Crestwood Springfarm-Yorkhill Residents Association. Through this circulation, no comments were received regarding the subject application by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of April 7, 2008, was ratified by Council on April 14, 2008.

**Purpose**

The Owner has submitted an application to amend the Official Plan on the subject lands shown on Attachment #1, specifically OPA #210 (Thornhill Community Plan) as amended, to permit an increase in the total approved number of units on the subject lands, from 223 to 238 (ie. an additional 15 apartment units). The proposed amendment along with the related Zoning By-law Amendment (File Z.08.016) and Site Plan (File DA.07.068) applications would facilitate the overall development of the property for condominium townhouse and apartment units as shown on Attachment #2.

**Background - Analysis and Options**

The subject lands are located on the north side of Steeles Avenue West, east of Bathurst Street, and municipally known as 520 Steeles Avenue West, as shown on Attachment # 1. The subject lands have frontage of approximately 79.5m on Steeles Avenue West. The surrounding land uses are shown on Attachment #1.

The subject lands are designed "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #247 and OPA #572. The lands are currently zoned R2 Residential Zone by By-law 1-88, subject to an OMB Decision/Order that would rezone the property to RA3 Apartment Residential Zone to facilitate the development of 61 townhouses and 162 apartment units (223 units), upon the City's approval of a site plan application.

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

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#### Policy Context

#### Places to Grow

The Provincial Places to Grow Plan for the Greater Golden Horseshoe (2006), promotes and facilitates intensification throughout built-up areas. It plans for a range and mix of housing that attracts a diverse and compatible mix of land uses to support vibrant neighbourhoods. The plan encourages intensification to provide high quality site design and urban design standards that create attractive and vibrant places; supports transit, walking, and cycling for every day activities; achieves higher densities than surrounding areas; and achieves an appropriate transition of built form to adjacent areas. The intent of the proposed development achieves the goals and objectives of the Growth Plan.

#### Regional Official Plan

The Region of York Official Plan designates the subject property as “Urban Area”. Steeles Avenue West is designated as a “Regional Corridor”. The Regional Official Plan includes policies that encourage different housing forms, sizes and tenures. Policy 4.3.6 of the Regional Official Plan encourages housing to be provided on underutilized sites, and on single use development sites with full municipal services. The proposal is also consistent with Regional Official Plan policies to direct development to existing built-up portions of Urban Areas (Section 5.2.4) and to locating high density development adjacent to transit-intensive arterial roads (Section 6.2.6). The proposed increase in units conforms with the policies of the Regional Official Plan.

The Regional Planning Department has indicated that the proposed amendment to the Official Plan is a local matter and the Region has exempted it from Regional Approval.

#### OPA #210 (Thornhill-Vaughan Community Plan)

The subject lands are designated “High Density Residential” by OPA #210 (Thornhill-Vaughan Community Plan) as amended by OPA's #247 and #572. The High Density Residential designation permits apartments and other residential forms of development such as townhouses. OPA #247 included policies to protect the existing Crestwood neighbourhood to the north, from potential adverse impacts arising from the development of the Steeles Avenue Corridor for high density residential purposes. These measures included incentives to place parking underground; provisions for enhanced landscaping; provisions for a distinctive urban design and massing; and maximum building heights and setbacks defined by an angular plan. OPA #572 further amended the policies of OPA #247 to allow for access to Steeles Avenue and to allow for the development of single detached dwellings (ie. south side of Townsgate Drive) in the area originally intended as the landscaped buffer between the high rise development and the residential uses on the north side of Townsgate Drive. The approved policies of OPA #247 as amended, would have permitted the development of a maximum of 223 units (and further identified in the draft zoning by-law at the Ontario Municipal Board as 162 apartment units and 61 townhouses), subject to the approval of an implementing zoning by-law and site plan.

The Owner has submitted an Official Plan Amendment Application (File OP.08.003) to increase the maximum permitted number of units on the subject lands from 223 to 238 units (to achieve 184 apartment units and 54 townhouse units). The proposed development, shown on Attachment #2, is consistent with the building form already approved for the subject lands and adds 15 additional units within a proposed 14 storey apartment building (15 storeys is currently permitted by the draft zoning by-law at the OMB). The proposal is compatible with the 12 storey seniors building to the east (Sunrise) and with the townhouses and 8 storey (originally approved for 15 storeys) seniors building located directly to the west (Amica). Accordingly, the Development Department can support the approval of the Official Plan Amendment application.

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#### Zoning

The subject lands are presently zoned R2 Residential Zone by By-law 1-88, which permits single detached dwellings. However, the property is subject to an Ontario Municipal Board (OMB) Decision Order, which approved a total of 223 units (61 townhouse and 162 apartment units) within an RA3 Apartment Residential Zone upon the City's approval of a site plan application. As indicated above, this zoning by-law amendment application (File Z.08.016) and the related site development application (DA.07.068) to implement the proposed density increase will be considered together at a future Committee of the Whole meeting. The implementing zoning by-law, would be forwarded to the OMB for final approval.

#### Vaughan Engineering Department

##### i) Servicing

The Vaughan Engineering Department has reviewed the Functional Servicing report for the subject lands and in accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on March 31, 2008, servicing allocation capacity for this development was reserved for 238 residential units (54 townhouses, and 184 apartments). The reservation shall automatically be revoked after a period of one year in the event that a site plan agreement or letter of undertaking has not been executed within this time period.

A formal allocation of this reserved servicing capacity will be required by Council in conjunction with Site Plan Approval, prior to the applicable reservation expiry date, and will be undertaken in the report on the zoning and site plan applications.

##### ii) Stormwater Management

The Vaughan Engineering Department has advised that cash-in-lieu of stormwater management quality for this development may be collected at this time based on the Toronto and Region Conservation Authority's current policy and reimbursed to the City once a formal cash-in-lieu policy and subsequent means for collection of funds has been endorsed by Vaughan Council.

##### iii) Environmental Assessment Report

The Vaughan Engineering Department has reviewed the ESA requirement for this site.

##### iii) Noise

The Vaughan Engineering Department is satisfied with the Noise Report by Valcoustics Canada Ltd., dated March 3, 2008. Any recommendations contained in the noise report, will need to be implemented, prior to the issuance of building permits.

#### Site Plan Approval

As indicated earlier, the Owner has submitted an application for site plan approval for the proposed development of the subject lands, as shown on Attachment #2. The site plan application is currently under review by the Development Planning Department and other City Departments and external public agencies, and will require approval from Council, and implemented through a site plan agreement or letter of undertaking, whichever is in effect.

#### **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".

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#### **Regional Implications**

The Region of York Transportation Services Department has reviewed the proposed site plan shown on Attachment #2, and has indicated that Regional Staff have no objections to the proposed amendment. Regional Staff will provide technical comments on the site plan application to address matters including, but not limited to, transit, vehicular access and noise attenuation features. The Region has been provided with a traffic impact study and will provide comments on the associated site plan application.

#### **City of Toronto**

Steeles Avenue West is under the jurisdiction of the City of Toronto, and they have indicated no objections to the proposed application to amend the Official Plan, and the related Zoning By-law Amendment and Site Plan applications.

#### **Conclusion**

The Development Planning Department has reviewed the proposed Official Plan Amendment application to increase the maximum number of units permitted within the "High Density Residential" designation on the subject lands, in accordance with the policies in OPA #210, as amended by OPA's #247 and #572, the Provincial Policy Statement, Places to Grow, York Region Official Plan, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed increase in the permitted number of dwelling units from 223 to 238 units, being an additional 15 residential units to be included within a 14 storey residential apartment building is an appropriate form of development and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Official Plan Amendment application.

#### **Attachments**

1. Location Map
2. Conceptual Site Plan

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

Laura Janotta, Planner, ext. 8634  
Arto Tikiryan, Senior Planner, ext. 8212

/LG

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 66, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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#### **KLEINBURG-NASHVILLE FOCUSED AREA REVIEW FILE #25.2**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the deputation of Mr. Ken Nieuwhot, 429 Stevenson Avenue, Kleinburg, L0J 1C0, be received.**

#### **Recommendation**

The Commissioner of Planning recommends:

1. That the attached revised Terms of Reference for a Focused Area Review for the Kleinburg-Nashville Community Plan BE APPROVED.
2. That the Policy Planning Department initiate the process to retain the required consulting services to undertake the required work.

#### **Economic Impact**

The required budget for this study (upset limit \$180,000) has been included and approved in the Capital Budget for the New Vaughan Official Plan project for 2008.

#### **Communications Plan**

Upon approval of the revised Study Terms of Reference and consultation selection, the Study's consultation program includes community information and workshop meetings. A Stakeholder Consultation Group(s) and a Technical Advisory Committee will be established to provide input throughout the study process. A Public hearing will be required to consider amendments to the Official Plan. Further details of the communications and consultation approach will be identified in the consultants' work plan.

#### **Purpose**

The purpose of this report is to provide for a revised Terms of Reference for the Focused Area Review for the Kleinburg-Nashville Community.

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

##### **Purpose of the Study**

The purpose of the Review is twofold: 1) to establish an updated land use and urban design framework for the Kleinburg-Nashville Community Plan (OPA 601) with focused study on the lands designated "Rural Area" (as identified on Attachment 1) and the "Nashville Core Area" and; 2) to review the Community Plan for conformity with Provincial, Regional and City Plans.

On May 7, 2007, Vaughan Council approved Terms of Reference for the New Vaughan (city-wide) Official Plan, which is a component of the Vaughan Consolidated Growth Management Strategy – 2031. When finalized, the New Official Plan will be a contemporary, state-of-the art

.../2



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Official Plan that will represent an update to the City's community planning policies in a manner consistent with the principles of sustainability. Work on the New Official Plan began in October 2007. The New Vaughan Official Plan process is scheduled for completion by the fall 2010.

Development pressure and the need for a more focused look in four areas of Vaughan made it necessary for the City to proceed with land use studies in advance of the completion of the New Vaughan Official Plan process. One of these areas is the Kleinburg-Nashville Community Plan Area. The purpose of the Focused Area Review for Kleinburg-Nashville is to establish an updated land use and urban design framework for areas within the Community Plan. The Kleinburg-Nashville Review is expected to begin in the Fall of 2008 and should be completed within 12 months. The Study will result in an Amendment to the Kleinburg-Nashville Community Plan and will be incorporated into the new city-wide Official Plan.

On March 31, 2008, Council approved the Terms of Reference for the Kleinburg-Nashville Focused Area Review for the Kleinburg-Nashville Community Plan Area. Subsequently, on May 26, 2008 Council passed a resolution to expedite the Official Plan Amendment applications (files: OP.06.006; OP.0-6.015; and, OP.06.018) in the Block 61 West portion of the Community Plan, thus further advancing the planning process for that area ahead of the Study. This was done to assist in developing appropriate land use designations for Block 61 West to support the City in a position concerning the extension of Highway 427. In keeping with Council's intention that Block 61 West be removed from the study area, the Terms of Reference has been revised. The Terms of Reference also now include the requirement to have a more detailed and comprehensive look at the Nashville Area.

#### Scope and Focus of the Study

The focus of the Review is the lands designated "Rural Area" and "Nashville Core Area" within the Kleinburg-Nashville Community Plan – Official Plan Amendment No. 601, as amended. The scope of the study entails examining the Kleinburg Community and surrounding area. The Kleinburg-Nashville Community Plan Area is shown on Attachment 1.

#### Provincial Policy Context and Initiatives

Recent Provincial policy initiatives and legislation (*The Greenbelt Act*, *The Oak Ridges Moraine Conservation Act* and *The Places to Grow Act*) have established a number of new policy imperatives. The recently enacted Bill 51 (an *Act to amend the Planning Act and the Conservation Land Act*) requires that a municipal council's decisions on planning matters be in conformity with the provincial plans enabled by the above noted legislation. Therefore, these policies will be part of the new policy framework which will regulate how the City of Vaughan grows and evolves for the foreseeable future, including the expansion of the City's "Urban Area" boundary.

The Focused Area Review will be required to address a number of Provincial policies and initiatives. This includes the policy framework provided by the Growth Plan for the Greater Golden Horseshoe, in terms of meeting intensification targets and achieving compact, transit-supportive development. The Growth Plan also identifies a GTA West (Transportation) Corridor as part of the policies for infrastructure to support growth. The Greenbelt Plan provides protection to the agricultural land base and the ecological features and functions on the landscape. The Greenbelt Area applies to certain lands within the Kleinburg-Nashville Community Plan, including the Rural Area, and plays an important role in determining what areas within the Rural Area are not developable. The Review will also need to take into consideration the Ministry of Transportation's Environmental Assessment (E.A.) of the Highway 427 Transportation Corridor in terms of determining what impacts the future highway extension may have on future development.

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#### Regional Policy Context and Initiatives

The Region of York Official Plan identifies Kleinburg-Nashville as “Towns and Villages” for the built-up area and the remainder as “Agricultural Policy Area”, “Rural Policy Area” and “Greenlands”, which recognizes the Humber River Valley System. The Region is currently reviewing its Growth Management Plan and will be updating its Official Plan based on principles of sustainable development. The Region is projecting significant increases to its population and employment by 2031, and consequently, it is expected that Vaughan will be assigned significant additional growth overall.

It will be necessary for the Review to take into account the Region's Growth Management initiatives and its approach to sustainability within the context of and compatibility with, the Kleinburg-Nashville Community Plan. This will help to ensure that the City's and the Region's environmental/sustainability programs are complementary and supportive. The New Vaughan Official Plan will establish the policy framework to direct development within developable rural lands as well as redevelopment at appropriate locations within existing built-up areas of the City.

In 2001, Regional Official Plan Amendment No. 19 designated approximately 1700 acres of land southwest of the Kleinburg-Nashville Community Plan as an “Urban Area” for employment use. Development within the ROPA 19 area cannot occur until the related secondary plan(s) are approved, which will set out detailed land use/urban design, transportation, servicing and environmental policies. Before this work can begin, the final alignment of the Highway 427 corridor extension must be established through the Ministry of Transportation's E.A. process. The preferred corridor option for the highway extension was released to the public in May for comment.

The Region's Western Vaughan Arterial Road Improvements Environmental Assessment has been initiated for the purpose of identifying transportation deficiencies in Western Vaughan and to provide preferred alternatives to address the deficiencies. One of the items identified to date is the possibility of having to re-locate Major Mackenzie Drive as much as 300 metres north of its current location to enable an intersection with an extended Highway 427.

The recent approval of Regional Official Plan No. 57 allows for the extension of lake based water supply to the Kleinburg-Nashville Community. Future growth in the area will be based predominantly on full municipal services.

#### Relevant City of Vaughan Official Plans and Initiatives

The Kleinburg-Nashville Community Plan (OPA 601) and subsequent Amendments, such as OPA 610 (Valley Corridor policies), provides the existing local planning context of the area which are relevant to the Focused Area Review. A key goal of the Community Plan is to strike a balance between demand for growth and the need to continue to protect and enhance the character of the community.

In 2003, the Kleinburg-Nashville Heritage Conservation District Plan (KNHCD) was approved. The Plan, which includes Nashville, the Kleinburg Core and the adjacent valley system, provides guidance for: 1) the conservation of important historical, architectural and landscape elements in the District; and, 2) the design of new development and redevelopment to preserve and enhance the District's heritage character. The Nashville Core is located within the KNHCD.

The KNHCD Plan requires new development to be integrated and compatible with the existing villages and to enhance the Heritage District. It is expected that a similar approach will be taken for developable lands within the Rural Area of the Focused Area Study through a set of urban design policies that establish a development and open space framework.

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In 2004, OPA 610 amended the Kleinburg-Nashville Community Plan (OPA 601) by providing policies for the environmental area that was identified and designated as the “Regional Road 27 Valley Corridor Study Area” between Rutherford Road and Nashville Road. OPA 610 provided a framework for the development of a natural trail system, additional policies for the enhancement, restoration and acquisition of natural areas in the valley and defined where limited development is appropriate.

In 2006 Council adopted OPA 633 (Kleinburg Core Area Policy Review) which incorporated, among other matters, policies and recommendations contained in the KNHCD. Additional planned initiatives which came out of the Kleinburg Core Area Policy Review include: an Economic Development Strategy; a Streetscape and Master Plan for main streets in the Core; a Tree Inventory/Preservation By-law; a city-wide review of parking standards and cash-in-lieu, and; a review of the sign by-law. These initiatives provide context to the area. OPA 633 was approved by York Region in 2007, but was appealed and is currently before the Ontario Municipal Board (OMB). It is expected that a similar exercise at the Official Plan level be carried out as part of the Nashville Core Area portion of the Focused Area Study.

Environmental policies are an important component of the Community Plan. In addition to recognizing existing environmental policies within the Plan, the consulting team for the Review will be informed by, among others, the Environmental Master Plan (the City’s Sustainability Plan), which is scheduled for completion in the third quarter of 2008. The Review will result in an amendment to the Community Plan that will be consistent with the principles, goals and objectives identified in the process leading to the New Vaughan Official Plan.

In response to Regional Official Plan Amendment No. 57 for the extension of lake based water supply to Kleinburg-Nashville, the City of Vaughan is currently undertaking a Servicing Master Plan E.A. to identify the servicing needs for the Kleinburg-Nashville area, which is scheduled for completion by the end of 2008. This process will serve to inform the Review. The servicing needs analysis for the area will be undertaken by the E.A. and will, therefore, not be required as a component of the Focused Area Review.

The City’s Transportation Master Plan study, commencing in the Fall 2008, will evaluate in detail the local road network and identify the infrastructure that will be needed to efficiently accommodate the population and employment growth that will result from the implementation of the Growth Management Strategy. The study will be undertaken as a component of the New Vaughan Official Plan Review and the related Focused Areas Studies. The consultant for the City’s Transportation Master Plan will be working with the consulting team for the Focused Area Review on transportation-related matters both within and surrounding the study area. The transportation analysis of the area will be undertaken by the Transportation Master Plan study and done in coordination with the Focused Area Review.

Vaughan’s “Active Together” Master Plan consists of two separate but related plans, being: the Parks, Recreation, Culture and Libraries Master Plan; and, a Sports and Physical Activity Strategy. The purpose of the former plan is to develop a strategy for meeting the current and future parks, recreation, culture and library facility and service needs of Vaughan to enhance the overall quality of life of its residents. The Sports and Physical Activity Strategy is intended to establish various strategies encouraging people to increase their level of fitness. The Master Plan is expected to be finalized in 2008. The Review will be responsive to and incorporate the recommendations made in the Active Together Master Plan.

#### Components of the Review

The draft Terms of Reference for the Focused Area Review requires the consulting team to conduct the following work, including:

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1. Background review and analysis of existing Provincial, Regional and local policies, regulations and initiatives, as described above, that are applicable within and surrounding the Study Area. This will provide the regulatory basis for the Review.
2. Review and analysis of existing conditions within and surrounding the Study Area, such as land use, heritage resources, transportation networks, community structure, etc. Special consideration will be given to determining:
  - a) the existing parkland and open space and community services in the Review Area and surrounding lands and the provision of requirements for an integrated, complete community with parkland and open space and community services based on residential densities
  - b) issues associated with lands adjacent to natural resource and greenbelt areas
  - c) how to protect for the re-alignment of Major Mackenzie Drive and the Highway 427 Corridor extension and appropriate adjacent land use(s)
  - d) more recent community development contributed to or detracted from the areas
  - e) appropriate land uses and densities including the preparation of land use/development alternatives and an urban design framework.
  - f) sustainability approaches, including the natural systems and green space, energy conservation and climate protection including green buildings, water conservation and water quality, pedestrian and cycling opportunities, transit-friendly design, and waste reduction improvements
  - g) impact on, integration and connectivity with existing and planned uses within the surrounding area/community including traffic/roads, transit, pedestrian and bicycle trails, natural and cultural heritage facilities, parks and community identity/character
  - h) existing and future relationship between the Nashville Core Area and the surrounding area to provide for an integrated and complete community
  - i) the appropriate scale, massing, built form, permitted uses and development standards for the Nashville Core Area and immediate surrounding area
  - j) undertake an examination of the heritage fabric and character of the Study Area and the KNHCD policies with a view to a possible update. This would include examining the integration and preservation of heritage fabric outside of the heritage district to ensure that any necessary heritage policies are developed and that future development is sensitive to and respectful of the heritage fabric and district
  - k) land use and urban design implications of commuter transit opportunities
3. Development of planning principles, goals and objectives (to be consistent with the New Vaughan Official Plan).
4. Development of evaluation criteria.
5. Recommendation of preferred land use/development alternative and urban design framework.
6. Recommendation of updated policies for permitted uses and development standards for the Nashville Core Area addressing scale, massing, built form, height, density, transition areas, etc.
7. Recommendation of policies for permitted uses and development standards for the Rural Areas within the Plan (as identified on Attachment 1) that provide for integrated, connected, complete and sustainable communities in the future.
8. Prepare a Parks/Open Space and Public Realm/Streetscape Strategy.

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9. Preparation of Secondary Plan/Official Plan Amendment for Council's consideration.
10. Include as part of the Official Plan Amendment, implementation policies, such as enabling a Community Improvement Plan, phasing, etc.

#### Public Consultation Requirements

The consultation process will involve all of those individuals and interests having a stake in the future of the Kleinburg-Nashville area – local residents, ratepayer groups, the business community, the development community, public agencies and other special interest groups. The process will include meetings, open houses, workshops and presentations and requires participation from the community to succeed. A Technical Advisory Committee will be established as well as one or more Stakeholder Consultation Groups (SCG's) to represent interests in the area and provide ongoing input throughout the process. A statutory public meeting(s) will be held for an Official Plan Amendment. Details of the proposed consultation process will be provided in the submissions of candidate consulting teams.

#### Consulting Requirements

The Study requires the services of a multi-disciplinary team with expertise in land use planning, urban design, the environment, sustainable development, heritage planning, implementation and public consultation. The consulting team will be required to collaborate with, and be informed by, the consultants working on the City's Transportation Master Plan, the Environmental Master Plan, the Servicing Master Plan Class E.A. for Kleinburg-Nashville and the core consulting team for the New Vaughan Official Plan.

#### Products of the Study

The following deliverables will be provided by the consulting team:

1. Background and Final Reports on each of the following components:
  - a) Land use and sustainable community development options and urban design framework
  - b) State of the Environment and environmental policy requirements
  - c) Housing and demographics
  - d) Analysis and draft Parks/Open Space and Public Realm/Streetscape Strategy
2. Final report with recommendations
3. Draft Official Plan Amendment
4. Final Official Plan Amendment

#### Project Administration

The project will be managed by the Policy Planning Department with the input and participation from the core consulting team for the New Vaughan Official Plan, the consultants for the City's Transportation Master Plan and the Environmental Master Plan, Development Planning, Parks, and Engineering Departments, other City departments and external agencies as required.

#### Timing

The Study is expected to begin in the Fall 2008 and completed in approximately 12 months.

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#### **Budget**

An upset limit of \$180,000 has been included and approved by Council in the Capital Budget for the New Vaughan Official Plan project for 2008.

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

This report is consistent with the Vaughan Vision Strategic Plan 2020 in terms of implementing a component of the Growth Management Strategy. This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

#### **Regional Implications**

The Official Plan Amendment resulting from the Study will conform to Regional and Provincial Policy requirements and establish the ground rules for future urban development. The Plan will accommodate the Region's forecast growth estimates for Vaughan and will have implications for Regional servicing, transportation and community infrastructure.

#### **Conclusion**

The revised Terms of Reference provide the basis for carrying out a detailed land use analysis that will result in updated land use, urban design and development policies focused on the rural and Nashville areas, within the Kleinburg-Nashville Community Plan. Similar to the approach taken for the New Official Plan, this work will be forward-looking, state-of-the-art and reflective of the principles of sustainability.

Should Council concur with the revised Terms of Reference, the recommendation should be approved to enable staff to proceed with the consultant assignment.

#### **Attachments**

1. Study Area
2. Terms of Reference (revised) for the Kleinburg-Nashville Community Focused Area Review

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

Duncan MacAskill (8017)  
Wayne L. McEachern (8026)

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 67, Report No. 36, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 23, 2008, as follows:

***By approving that the currently retained compliance auditors be retained to conduct this Compliance Audit.***

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**COMPLIANCE AUDIT  
2006 MUNICIPAL ELECTION CAMPAIGN FINANCES  
JOYCE FRUSTAGLIO**

**The Committee of the Whole recommends:**

- 1) That staff follow the normal process with respect to issuing an RFP for the compliance audit; and**
- 2) That the following report of the Commissioner of Legal and Administrative Services and City Solicitor, dated June 16, 2008, be received.**

**Recommendation**

The Commissioner of Legal and Administrative Services and City Solicitor requests Council direction regarding the appointment of 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 Joyce Frustaglio.

**Economic Impact**

The economic impact is not known at this time.

**Communications Plan**

N/A.

**Purpose**

The purpose of this report is to seek Council direction regarding the appointment of an auditor.

**Background - Analysis and Options**

On May 20, 2008, Council granted the application for an audit of Joyce Frustaglio's 2006 Municipal Election Campaign finances.

Request for Proposal was issued for professional audit services for the 2006 Municipal Election Campaign finances of Linda D. Jackson. On March 31, 2008, Council appointed Mr. Ken Froese of LECG Canada Limited and Glen R. Davison, CA as auditors to conduct the compliance audit. On April 23, 2008, Council appointed the same auditors to conduct the Compliance Audit of the 2006 Municipal Election Campaign finances of Michael DiBiase.

Council may direct the issuance of a Request for Proposals or appoint the same auditors as above to conduct the compliance audit of Joyce Frustaglio. If a Request for Proposals is issued at the end of June, it would remain open for approximately 10 business days. Proposals received would be evaluated by a staff team of the Internal Auditor, Deputy City Clerk and/or Commissioner of Legal and Administrative Services and City Solicitor, and the Director of Financial Services. A recommendation would be available in the third week of July, during the summer hiatus period. A Request for Proposals could also be issued in August, with a recommendation to Council in September.

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The Technical evaluation would be based on the following evaluation categories: Experience and Qualification, Methodology and work plan, Experience of firm and Cost.

In order to preserve the integrity of the process, the successful proponent will be required to sign a Conflict of Interest and Full Disclosure Form. As well, provisions will be included in the evaluation criteria to exclude any firm and/or partner which specifically had a conflict of interest on this matter. The City's Auditor, KPMG will therefore be unable to submit a proposal.

Once the report is completed the Auditor will submit the report to the candidate, Council, the Clerk and the applicant(s). For the purpose of the audit, the auditor is entitled to have access, at all reasonable hours, to all relevant books, papers, documents or things of the candidate and of the municipality and has the powers of a commission under Part II of the *Public Inquiries Act* which Part applies to the audit as if it were an inquiry under that *Act*.

Upon receipt of the Auditor's Report, Council has 30 days to consider the report (section 81(10) and may commence a legal proceeding (prosecution) against a candidate for any apparent contravention of the election campaign finance provisions of the *Act*. The *Act* also provides a range of possible penalties for contraventions of various provisions.

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

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

#### **Regional Implications**

N/A.

#### **Conclusion**

Council direction is requested regarding the appointment of an auditor to conduct a Compliance Audit of the 2006 Municipal Election Campaign expenses of Joyce Frustaglio.

#### **Attachments**

None.

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

Heather A. Wilson  
Director of Legal Services

Mayor Jackson declared an interest with respect to the foregoing matter as she has been the subject of an audit which has similar implications.

Regional Councillor Frustaglio declared an interest with respect to the foregoing matter as the audit deals with her election campaign finances.

Councillor Di Vona declared an interest with respect to the foregoing matter as he has been the subject of an audit which has similar implications.



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Item 68, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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**ZONING BY-LAW AMENDMENT FILE Z.07.055  
DRAFT PLAN OF SUBDIVISION FILE 19T-07V05  
SANTANA DEVELOPMENT INC., MAVONE HOLDINGS INC., 1585642 ONTARIO LIMITED  
REPORT #P.2008.3**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.07.055 (Santana Development Inc., Mavone Holdings Inc., 1585642 Ontario Limited) BE APPROVED, and that the implementing by-law:
  - a) rezone the southerly portion of Block 1, and Blocks 2 and 3, from A Agricultural Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone, in the manner shown on Attachment #3;
  - b) permit accessory outside storage on corner lots, in the rear and interior side yards only in the EM2 General Employment Area Zone, whereas By-law 1-88 does not allow accessory outside storage to be situated on corner lots;
2. THAT Draft Plan of Subdivision File 19T-07V05 (Santana Development Inc., Mavone Holdings Inc., 1585642 Ontario Limited) BE APPROVED, as redlined on June 16, 2008, subject to the conditions of approval set out in Attachment #1.
3. THAT for the purpose of notice, the subdivision agreement shall contain a provision that parkland shall be dedicated and/or cash-in-lieu paid in accordance with the Planning Act and conform to the approved "Cash-in-lieu of Parkland Policy".
4. THAT Council pass the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol dated February 26, 2007:

"IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision Application 19T-07V05 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total gross developable area of 16.3 ha for employment lands, subject to the execution of a subdivision agreement to the satisfaction of the City."

**Economic Impact**

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

**Communications Plan**

On December 21, 2007, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Ministry of Transportation, City of Brampton, Region of Peel, York Region, and to the West Woodbridge Homeowner's Association. Through the .../2

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circulation, no comments were received, and no members of the public appeared at the Public Hearing on January 21, 2008. The recommendation of the Committee of the Whole to receive the Public Hearing report and forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on January 28, 2008.

#### Purpose

The Owner has submitted applications to amend the Zoning By-law and for Draft Plan of Subdivision approval on the subject lands shown on Attachment #2. More specifically, to rezone the lands shown as Part “A” on Attachment #3 from A Agricultural Zone to EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone in the manner shown on Attachment #3, and Draft Plan of Subdivision approval pertaining to the lands shown as Area “A” and Area “B” on Attachments #3 and #4.

The rezoning of Area “B” was applied for through Zoning By-law Amendment File Z.06.071, and was approved by Council on June 25, 2006, however, the implementing zoning by-law amendment has not been enacted. The approved zoning for Area “B” as shown on Attachment #3 is consistent with the proposed zoning on the subject lands to the south of Area “B” as shown on Attachment #3.

A Zoning exception to permit accessory outside storage on corner lots in the EM2 General Employment Area Zone has also been requested, to be consistent with the zoning permission approved for the subdivision to the north (Boca East, Files 19T-06V13 and Z.06.07).

The breakdown of the land uses are as follows:

- 3 Mixed Prestige and General Employment Area Blocks (split EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone)	15.526 ha
- <u>Road widening, reserve blocks, streets</u>	<u>0.733 ha</u>
<b>TOTAL</b>	<b>16.259 ha</b>

#### Background - Analysis and Options

The 16.259 ha site is located on the east side of Regional Road 50 through to Huntington Road, and south of Rutherford Road, in Part of Lot 12, Concession 10, City of Vaughan, as shown on Attachment #2. The surrounding land uses are shown on Attachment #2.

#### Official Plan

The subject lands are designated “Prestige Area” and “Employment Area General” by OPA #450 (Employment Area Plan), as amended by OPA #631, and also subject to the Block 64 Plan as shown on Attachment #5. The Block Plan shows the delineation of the “Prestige” and “General Employment” areas. The proposed draft plan is also subject to the following Official Plan policies:

#### a) Prestige Area

The “Prestige Area” designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment. It defines areas where it is appropriate to restrict uses, which by nature of their operating characteristics, would contribute to attractive streetscapes, and provide opportunities for employment intensive uses that will take advantage of and support the transit system. A wide range of industrial, office, business and civic uses are permitted, but not outside storage. The implementing zoning is EM1 Prestige Employment Area Zone.

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#### b) Employment Area General

The “Employment Area General” designation accommodates uses which do not require high visual exposure, provides locational opportunities for industrial development which may require outside storage or be undertaken outdoors, and that facilitates a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and outside storage operations, and transportation and distribution facilities. The implementing zoning is EM2 General Employment Area Zone.

#### Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, which does not permit the proposed employment uses. The proposed rezoning categories for the subdivision are shown on Attachment #3.

The Owner is proposing EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone categories for the southerly portion of Block 1, and on Blocks 2 and 3. The rezoning of the three blocks would result in a split zoning for each block, however, the resulting split zoning would conform to the Official Plan and Block Plan designations for the subject lands.

The outside storage requirements in Subsection 6.3.2 (vi) of By-law 1-88 states that in an EM2 General Employment Area Zone, “no outside storage shall be permitted on any corner lot”. Also, Subsection 6.3.2(iii) states that “no outside storage shall be located between any main building and a street line”. The Owner is requesting that these requirements be eliminated in order to provide consistent zoning exceptions on the EM2 blocks when combined with the part blocks zoned EM2 in the northerly Boca subdivision, which has been approved with this exception by Vaughan Council on June 25, 2007. Given the large size of the proposed blocks, particularly when combined with the part blocks in the northerly Boca Subdivision, Development Planning Staff have no objection to these exceptions, subject to any outside storage being located in the rear and interior side yards only. This would ensure that the building is located close to the front lot line, and that the outside storage does not become the prominent feature on the property. The EM2 Zone restricts outside storage to a maximum of 30% of the lot area, and there must be a building not less than 550 m<sup>2</sup> located on the property. All other outside storage requirements in Subsection 6.3.2 will still apply at the site plan and/or building permit stage.

#### Block Plan

The proposed draft plan of subdivision is consistent with the Block 64 Plan as shown on Attachment #5, in terms of road pattern and the location of employment blocks. The Block 64 Plan was approved by Council on June 26, 2006. Street “1” (north-south) will form part of the ultimate build-out connection to Rutherford Road to the north and Langstaff Road to the south. The east/west road located in the northerly approved Subdivision 19T-06V13 to the north, will form the connection between Regional Road #50 to the west and Huntington Road to the east.

#### Subdivision Design

The proposed draft plan of subdivision includes a total of 3 Blocks for Prestige Employment and General Employment uses. Street “1” runs north-south and bisects the subdivision, with Highway #50 to the west and Huntington Road to the east, as shown on Attachment #4.

#### Servicing

The City Engineering Department has provided the following comments:

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a) Servicing Report

In support of the draft plan, the applicant has submitted a Master Environmental Servicing Plan (Addendum) prepared by Schaeffers & Associates, dated November 2006 (the "MESP"), confirming the availability of water, sanitary, and storm sewers to develop the lands. The MESP identifies that the municipal services are external and sized to service the draft plan.

b) Water System

The draft plan is located within the service area of Pressure District #6 of the York Water Supply System. The draft plan can be provided with a looped water supply by constructing the proposed 400 mm diameter watermain on Huntington Road south from the existing 1800mm diameter watermain on Rutherford Road and constructing the proposed 300mm diameter watermain on the internal roads.

c) Sanitary Sewer

In review of the construction drawings for the Vaughan West II Industrial Subdivision 19T-03V19, a sanitary sewer has been constructed on Zenway Boulevard and New Huntington Road that can be extended to service the draft plan. The applicant shall pay its proportionate share of the costs for any external municipal services designed and oversized to develop the draft plan such as the costs in the Vaughan West II Industrial Subdivision 19T-03V19 agreement and the special area development charges.

d) Storm Drainage

The MESP proposes to service both the subject draft plan and abutting external developing lands to storm water management pond (SWM) 3 within the Block Plan. Prior to subdivision approval, the applicant shall provide a storm water management report for the review and approval of the City. This report shall describe the proposed drainage system to develop the draft plan and include, but not be limited to, the following items:

- (i) Plans illustrating the proposed system and its connection into the existing storm system,
- (ii) Stormwater management techniques that may be required to control minor or major flows, and
- (iii) Proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

e) Roads

The MESP proposes to construct the road network using the current City of Vaughan road design standards within the draft plan.

f) Street-Lighting

The street-lighting shall meet the City criteria within the draft plan.

g) Environmental Site Assessment

Prior to any grading, stripping of topsoil and initiation of construction, the Owner is required to submit the ESA reports to the City for review and approval.

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The conditions of approval with respect to the City Engineering Department's requirements have been included in Attachment #1.

Region of York

The Region of York Transportation Services Department has reviewed the proposed draft plan and provides the following comments:

"This subdivision is within the West Rainbow Collector drainage area of the York Durham Sewage System. Full build-out of the West Rainbow Collector drainage area will require completion of the twinning of the Rainbow Trunk Sewer, east of Kipling Avenue. The Rainbow Trunk Sewer twinning is expected to be completed in late 2008.

Based on contours provided on the draft plan of subdivision, this site will be serviced from Pressure District No.5 or No.6. There are no concerns regarding water supply to this area."

The conditions of approval with respect to the Region of York's requirements have been included in Attachment #1.

Region of Peel

The Region of Peel has reviewed the subdivision application and provides the following comments:

a) "Water and Sanitary Sewer Facilities

The applicant is advised that Region of Peel water and sanitary sewer facilities are not available to service the proposed development/subject site.

Please note that York Region, City of Vaughan and the developer should be aware of requirements for the protection of private wells within the zone of influence of the subject lands. The developer should provide York Region or the City of Vaughan with adequate securities, to be determined by the municipality, for the protection of private wells.

b) Region of Peel Roads

The proposed development abuts Highway 50, which is under the jurisdiction of the Region of Peel. Please note that the Draft Plan of Subdivision drawing (No. 07:01) does not clearly identify access to Highway 50.

The developer/applicant is required to submit a detailed Traffic Impact Study (TIS) acceptable to the Region of Peel detailing the impact on the Regional road network and identifying any mitigation measures. Until such time that the TIS is finalized and acceptable to the Region of Peel, any proposed road/access connections to Regional roads will not be permitted.

Please note that all proposed road and access connections to Highway 50 are subject to further review and will only be approved in conjunction with an approved Traffic Impact Study.

Prior to final acceptance, the applicant's engineer is required to submit to the Region of Peel, Environment, Transportation and Planning Services Department all Engineering Drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".

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#### **c) Waste Management**

Please note that waste collection will not be provided by the Region of Peel.”

The conditions of approval with respect to the Region of Peel’s requirements have been included in Attachment #1.

#### **Utilities**

PowerStream Inc. has no objection to the proposed draft plan of subdivision, subject to the Developer entering into a separate subdivision agreement with them to address hydro matters. The developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, all in accordance with PowerStream Inc. and City of Vaughan standards and specifications, and latest revisions.

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

In a letter dated March 10, 2008, the TRCA indicated that they have no objections to the approval of the draft plan of subdivision and zoning by-law amendment applications, subject to the conditions in Attachment #1.

#### **Vaughan Cultural Services**

The Cultural Services Division has no objections to the approval of the proposed draft plan of subdivision provided an Archaeological Assessment is submitted to their satisfaction.

#### **Parkland Dedication**

The Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, under section 42 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial lands.

#### **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 conditions of subdivision approval on Attachment #1.

#### **Conclusion**

The Development Planning Department has reviewed the proposed Zoning By-law Amendment and Draft Plan of Subdivision Applications in accordance with the policies of OPA #450, as amended by OPA #631, the approved Block 64 Plan, the provisions of By-law 1-88, and the existing and proposed developments in the surrounding area. The Development Planning Department considers the proposed subdivision development to facilitate industrial employment uses to be desirable and appropriate, and in keeping with the approved Block Plan.

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The proposed EM1 Prestige Employment Area and EM2 General Employment Area Zones will implement the designations in the Official Plan and Block Plan. The proposed exception to permit accessory outdoor storage on a corner lot in the EM2 Zone can also be supported, subject to the outside storage being located in the rear and interior side yards only, thereby ensuring the building is located close to the front lot line. This exception is also consistent with the exception granted to the northerly Boca East Subdivision.

For these reasons, the Development Planning Department can support the approval of the Zoning By-law Amendment Applications, and the Draft Plan of subdivision shown on Attachment #4, subject to the conditions of approval outlined in Attachment #1.

**Attachments**

1. Conditions of Approval
2. Location Map
3. Proposed Zoning
4. Draft Plan of Subdivision 19T-07V05 (Red-Lined)
5. Approved Block 64 Plan

**Report prepared by:**

Arminé Hassakourians, Planner, ext. 8368  
Arto Tikiryan, Senior Planner, ext. 8212

/LG

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

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Item 69, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**69**

**OFFICIAL PLAN AMENDMENT FILE OP.06.022  
ZONING BY-LAW AMENDMENT FILE Z.06.049  
2088756 ONTARIO LIMITED  
REPORT #P.2006.65**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.022 (2088756 Ontario Limited) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan) as amended by OPA #597 (Islington Avenue Corridor Secondary Plan), specifically to redesignate the subject lands shown on Attachment #1 from "Low Density Residential" to "Medium Density Residential" with a site-specific exception to increase the maximum permitted density from 35 units/ha to 50 units/ha to facilitate the development of 10 townhouse dwelling units on a private common element road, as shown on Attachments #2, #3 and #4.
2. THAT Zoning By-law Amendment File Z.06.049 (2088756 Ontario Limited) BE APPROVED, to amend By-law 1-88, specifically to rezone the subject lands shown on Attachment #1 from R2 Residential Zone to RM2 (H) Multiple Residential Zone with the addition of the Holding Symbol "(H)", with the following exceptions to facilitate the development of 10 townhouse dwelling units accessed by a private common element road as shown on Attachments #2, #3 and #4:
  - i) permit a building or structure without frontage on a public street, whereas frontage on a public street is required;
  - ii) a minimum landscape strip width of 1.4 m directly north of Building "A" and 2.53 m adjacent to a portion of the north property line, whereas 3.0m is required;
  - iii) a minimum amenity area of 87 m<sup>2</sup>/unit, whereas 90 m<sup>2</sup>/unit is required;
  - iv) a minimum lot area of 200 m<sup>2</sup>, whereas 230 m<sup>2</sup> is required;
  - v) a minimum front yard of 1.5 m to the covered porch, whereas 4.5 m is required (Block A only);
  - vi) a minimum front yard of 1.0 m to the stairs, whereas 2.7 m is required (Block A only);
  - vii) a minimum interior side yard of 0.6 m to the covered porch, whereas 1.5m is required (Block A only);



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- viii) a minimum interior side yard of 0.9 m to the stairs, whereas 1.2m is required (Block A only); and,
  - ix) a maximum building height of 12.65 m, whereas 11.0 m is permitted (Block A only).
3. THAT the Holding Symbol “(H)” shall be removed from the subject lands zoned RM2(H) Multiple Residential Zone upon servicing capacity being allocated by Council.

#### **Economic Impact**

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

#### **Communications Plan**

On August 25, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Islington Woods Community Association, to consider the original development proposal (submitted to the City on July 17, 2006) shown on Attachment #5.

A Public Hearing was held on September 18, 2006. Written comments were received from the owners of 8477 and 8487 Islington Avenue, Counsel for 200 Pine Grove Road, and 40 Birch Hill Road (southeast of Pine Grove Road and Riverside Drive). Concerns were expressed that the proposal was not consistent with the character of the area, and that it does not maintain the low-density requirements of the Official Plan, particularly as there has been a recent secondary plan for the Islington Corridor that maintained the “Low Density” designation on the subject lands. Concern was also expressed that the application could set a precedent for future applications, lead to increased traffic, and decrease the value of the surrounding properties. The recommendation of the Committee of the Whole to receive the Public Hearing report of September 18, 2006 was ratified by Council on September 25, 2006.

The applicant has since submitted a revised conceptual site plan that has been reviewed by the City and external public agencies, and achieves a better site layout, and is the subject of this staff report (Attachments #2, #3 and #4).

#### **Purpose**

The Owner has submitted the following applications to facilitate the development of the subject lands shown on Attachment #1:

1. An Official Plan Amendment Application (File OP.06.022) to amend OPA #240 (Woodbridge Community Plan) as amended by OPA #597 (Islington Avenue Corridor Secondary Plan), specifically to redesignate the subject lands shown on Attachment #1 from “Low Density Residential” to “Medium Density Residential” with a site-specific exception to increase the maximum permitted density from 35 units/ha to 50 units/ha, to facilitate the development of 10 townhouse dwelling units on a private common element road, as shown on Attachments #2, #3 and #4.
2. A Zoning By-law Amendment Application (File Z.06.049) to amend By-law 1-88, specifically to rezone the subject lands from R2 Residential Zone to RM2 Multiple Residential Zone with the necessary zoning exceptions to implement the proposed 10 unit townhouse development, as shown on Attachments #2, #3 and #4.

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

The subject lands shown on Attachment #1 are located on the east side of Islington Avenue, north of Pine Grove Road, being Lot 13 on Registered Plan M-1113 (8441 Islington Avenue), City of Vaughan. The 0.21 ha (0.51 acre) parcel is currently developed with one detached residential dwelling that is proposed to be demolished. The surrounding land uses are shown on Attachment #1.

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

##### **i) Provincial Policy Statement**

The subject applications were initiated after March 1, 2005 and are therefore subject to the 2005 Provincial Policy Statement (PPS). Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” the policies under the Act.

The PPS sets out overall directions on matters of Provincial interest related to land use planning and development, and includes policies that encourage the focus of new growth to urban areas. The PPS promotes efficient, cost effective development, and land use patterns that are based on densities which:

- efficiently use land, resources, infrastructure, and public service facilities; and,
- avoid the need for unnecessary and/or uneconomical expansion of infrastructure.

The PPS promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents by ensuring all forms of residential intensification in parts of built-up areas that have sufficient infrastructure to create a potential supply of new housing units. Development and land use patterns which may cause environmental or public health and safety concerns shall be avoided.

The applicant has submitted a planning report in support of the application that identifies how the application is consistent with the PPS. The Development Planning Department is satisfied that the proposal meets the intent of the PPS with respect to the efficient use of land and infrastructure and providing a range of housing types, on lands that are environmentally safe and will not compromise public safety.

##### **ii) Region of York Official Plan**

The subject lands are identified as being situate within the “Urban Area” of the Region of York Official Plan, and additionally, Islington Avenue is identified as a “Local Corridor”. The Region of York considers the subject applications to be a matter of local significance, and as such, has exempted the Official Plan Amendment Application from Regional approval.

##### **iii) City of Vaughan Official Plan**

The subject lands are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #597 (Islington Avenue Corridor Secondary Plan).

##### **a) OPA #240 (Woodbridge Community Plan)**

The “Low Density Residential” designation of OPA #240, as amended, permits single-detached and semi-detached dwelling units at a maximum permitted density of 8.6 units/ha, which would permit a maximum of two dwelling units on the overall 0.21 ha property. The Owner is proposing a 10 unit townhouse project on a private common element condominium road as shown on Attachment #2, and therefore, an amendment to the designation and the permitted uses and density of the Official Plan are required.

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##### b) OPA #597 (Islington Avenue Corridor Plan)

On October 15, 2001, a Special Committee of the Whole meeting was held to deal with three development applications that sought to re-designate three different sites from “Low Density Residential” to “High Density Residential” along the Islington Avenue Corridor. On October 29, 2001, Council adopted a recommendation to direct the Planning Department to conduct a comprehensive land use study for the Islington Avenue Corridor between Langstaff Road and Woodbridge Avenue and also passed an Interim Control By-law that placed a hold on lands within the study area until the study was completed.

The purpose of the Islington Avenue Corridor Secondary Plan was to provide an overall framework for the future orderly growth of the Islington Avenue corridor in accordance with sound and reasonable land use planning policies and urban design principles. The policies were meant to be responsive to the needs of the area residents, while having regard for the Provincial and Regional policy objectives. The intent of the Secondary Plan was to maintain and strengthen the existing community structure through appropriate and contemporary planning policies and design guidelines. The land use planning principles and policies that were to be included in OPA #597 were designed to achieve compatibility between land uses and their associated activities, minimize potential land use conflicts, and reinforce and enhance the existing community structure.

On June 23, 2003, Council adopted OPA #597 to implement the recommendations of the study and guide development within the Islington Avenue Corridor. OPA #597 was approved by the Region of York on May 31, 2006. OPA #597 contemplated higher densities within the study area by introducing “High Density Residential” and “Medium Density Residential” designations into the Islington Corridor Study area. The subject lands remained designated “Low Density Residential”, which would permit single and semi-detached dwelling units at a maximum permitted density of 8.6 units/ha.

The proposed “Medium Density” designation established by OPA #597 permits street and block townhouses at a maximum density of 35 units/ha. As the subject lands comprise 0.21ha, 7 units would be permitted using a density ratio of 35 units/ha. Therefore, in addition to the Owners request to redesignate the property from “Low Density Residential” to “Medium Density Residential”, a site-specific exception would be required to increase the maximum permitted density in the “Medium Density” designation from 35 units/ha to 50 units/ha.

#### Surrounding Land Uses

The subject lands comprise 0.21 ha (0.51 acres) with approximately 39 m (128 ft) of frontage on Islington Avenue. The land use to the north of the subject lands, and on the east side of Islington Avenue, is comprised primarily of single-family detached residential dwellings that are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan) as amended by OPA #597 (Islington Avenue Corridor Plan) and zoned R2 Residential Zone by By-law 1-88.

To the south of the subject lands is an existing place of worship (Christian Gathered To The Name of Jesus Christ), and a 3-storey Nursing Home along Islington Avenue. A four-storey condominium retirement home is located at the northeast corner of Pine Grove Road and Islington Avenue. Immediately to the east of the subject lands is an existing seminary.

The subject lands are located opposite of Hayhoe Lane, which intersects with Islington Avenue on the west side. Also, on the west side of Islington Avenue, north of Hayhoe Lane, there is an approved plan of subdivision for 12 residential lots each with minimum 12 m frontages. Six lots will have frontage onto Autumn Ridge Court, with 6 lots having frontage onto Islington Avenue. To the north of these lands, 2 residential lots were consolidated for a parking lot for use with the St. Margaret Mary Church. On the south side of Hayhoe Lane, and on the west side of Islington

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Avenue extending south to Gamble Street, the lands are developed with existing detached dwellings, although development applications have been recently approved to facilitate six semi-detached dwellings on the two residential properties located at the northwest corner of Islington Avenue and Gamble Street.

Attachment #1 shows the subject lands in the context of the surrounding area. The proposed 10 unit townhouse development is located within a land use context comprised of a larger built form at the northeast quadrant of the Islington Avenue and Pine Grove Road intersection (i.e. retirement home and nursing home, together with the two institutional uses). The combination of the existing larger buildings in the northeast quadrant of Pine Grove Road and Islington Avenue, creates a node comprised of a more intense building form. The development of the subject lands with townhouses, completes the node by creating a logical north limit that is clearly defined and separate from the low density residential uses to the immediate north. In addition, the proposed townhouse development is at a scale and design that is compatible with the low density residential uses to the north of the subject lands and on the west side of Islington Avenue. Block "A" of the proposed development is comprised of 4 townhouse units, with an architectural treatment that gives the appearance of a large residential dwelling with frontage on Islington Avenue as shown on the conceptual site plan and elevation drawings on Attachments #2, #3 and #4.

OPA #597 requires that the development of the lands be subject to Site Plan Control. Matters such as architectural design, building placement, landscaping, etc., will be reviewed in detail to ensure that the proposed development is successfully integrated into the existing community in a manner that is compatible with the surrounding adjacent land uses.

On this basis, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications, subject to the comments in this report.

#### Zoning

The subject lands are zoned R2 Residential Zone by By-law 1-88, and are proposed to be rezoned to RM2 Multiple Residential Zone. The table below identifies the RM2 Zone standards that would apply to the subject lands and the zoning exceptions that would be required to implement the proposed 10 unit townhouse project on a private common element condominium road as shown on Attachment #2:

• BY-LAW 1-88 REQUIREMENT	• PROPOSED
• Buildings/structures to have frontage on a public road	• Frontage on a private road
• Minimum 3.0m wide landscape strip surrounding the periphery of a parking area	• 1.4 m wide landscape strip directly north of Building "A" and 2.53 m adjacent to portion of north property line
• Minimum amenity area per unit - 90m <sup>2</sup>	• 87 m <sup>2</sup>
• Minimum lot area per unit – 230 m <sup>2</sup>	• 200 m <sup>2</sup>
• Minimum front yard (west) setback to a covered porch- 4.5 m	• 1.5 m (Block A only)
• A minimum front yard setback to stairs of 2.7 m	• 1.0 m (Block A only)
• A minimum interior side yard of 1.5 m to a covered porch	• 0.6 m (Block A only)
• A minimum interior side yard of 1.2 m to stairs	• 0.9 m (Block A only)
• A maximum building height of 11 m	• 12.65 (Block A only)

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The RM2 Multiple Residential Zone permits townhouse dwellings, and together with the noted zoning exceptions would accommodate the proposed development concept. The zoning exceptions requested are considered to be appropriate for the development of the subject lands and will result in townhouse dwellings that are compatible with the surrounding land use context.

The City Engineering Department has advised that the allocation of servicing for the proposed additional lots is not available at this time. Accordingly, the Development Planning Department recommends that the lands be zoned RM2(H) Multiple Residential Zone with the Holding Symbol “(H)”, which will restrict any development from occurring on the subject lands until servicing is available, at which time the Holding Symbol “(H)” can be removed.

#### Engineering

The City Engineering Department has reviewed the proposal and has provided the following comments:

##### a) Servicing Capacity

The subject application is not identified as a project for which servicing capacity is being allocated, reserved or assigned. Accordingly, servicing allocation capacity for the proposal needs to be assigned by Council resolution. The City's Engineering Department has advised that servicing allocation capacity for the proposed development is currently not available.

##### b) Environmental Site Assessment (ESA)

The City is in receipt of documented proof of the registration of the Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE).

##### c) Other

The proposal for the 10 unit townhouse proposal on a private common element road involves access/egress from Islington Avenue, which is under the jurisdiction of the Region of York. The City Engineering Department advises that additional supporting material may be required at the Site Plan stage and may include the submission of stormwater and servicing reports, noise reports, functional servicing reports, and lot grading information.

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

The TRCA has no objections to the applications and advises that a TRCA Permit pursuant to Ontario Regulation 166/06 is required, prior to the start of any proposed works on the site.

#### **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 considers the subject applications to be a matter of local significance, and has exempted the Official Plan Amendment Application from approval by the Regional Planning Committee and Council.

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Islington Avenue is under the jurisdiction of the Region of York, and as such, the Region's Transportation Services Department has reviewed the conceptual site plan submitted in support of the applications. The conceptual site access location is acceptable to the Region, and the Owner will be required to convey a 1.5 m wide strip of land to the Region, as a condition of site plan approval. Additional Regional comments will be provided at the site plan approval stage.

#### **Conclusion**

The Development Planning Department has reviewed the applications to amend the Official Plan to redesignate the subject lands from "Low Density Residential" to "Medium Density Residential" with a site-specific exception to permit an increase in the maximum permitted density from 35 units/ha to 50 units/ha, and to amend the Zoning By-law to rezone the subject lands from R2 Residential Zone to RM2 (H) Multiple Residential Zone with Holding provision and site-specific zoning exceptions. The applications have been reviewed in the context of the Provincial Policy Statement, the Region of York Official Plan, OPA #240 as amended by OPA #597, By-law 1-88, and the surrounding area context. The proposal involves the intensification of an existing single lot with a 10 unit townhouse development (to be comprised of a 4-unit block and 6 unit block) to be serviced by a private common element road with access/egress from Islington Avenue, as shown on Attachment #2.

The Development Planning Department is satisfied that the proposal utilizes a building form that is compatible with the higher densities and larger built form located to the immediate south of the subject lands, and the predominantly low density development to the immediate north and on the west side of Islington Avenue.

Accordingly, the Development Planning Department can support the approval of the Official Plan and the Zoning By-law Amendment Applications, subject to the recommendations in this report.

#### **Attachments**

1. Location Map
2. Concept Site Plan
3. Elevation Plan – Block A
4. Elevation Plan – Block B
5. Concept Plan (Presented at the Public Hearing)

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

Clement Messere, Planner, ext. 8409  
Mauro Peverini, Senior Planner, ext. 8407

/LG

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

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Item 70, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**70**

**ZONING BY-LAW AMENDMENT FILE Z.07.003  
SITE DEVELOPMENT FILE DA.07.069  
BERKID INVESTMENTS LTD.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.07.003 (Berkid Investments Ltd.) BE APPROVED, to permit the following uses and exceptions to the R1 Residential Zone, on the subject lands shown on Attachment #1, to facilitate the severance of the property into two individual lots, and to permit the development of a new building on the lands to be severed, and to permit business and professional office and medical office uses, or residential or any combination thereof, with the following exceptions:
  - i) a minimum lot frontage of 15 m, whereas the By-law requires 18.0 m;
  - ii) a minimum lot area of 570 m<sup>2</sup>, whereas the By-law requires 700 m<sup>2</sup>;
  - iii) a minimum front yard setback of 5.3 m, whereas the By-law requires 7.5 m;
  - iv) a minimum interior side yard setback of 1.2 m, whereas the By-law requires 1.5m in one yard and 4.5 m in the other yard;
  - v) a minimum exterior side yard setback of 1.5 m, whereas the By-law requires 4.5m;
  - vi) a minimum of 8 parking spaces on "Part 2", as shown on Attachment #2, whereas the By-law requires 10 spaces;
  - vii) a minimum existing driveway width (one-way) of 3.16 m, whereas the By-law requires 5.4 m;
  - viii) permit shared parking aisles and access between both properties, whereas the By-law requires that all parking aisles and access be provided and maintained on the same lot; and
  - ix) a minimum rear yard landscaping of 17% on "Part 1", and 13% on "Part 2", as shown on Attachment #2, whereas the By-law requires 60%.
2. THAT Site Development File DA.07.069 (Berkid Investments Ltd.) BE APPROVED, 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, landscape plan, and building elevations shall be approved to the satisfaction of the Vaughan Development Planning Department;
    - ii) the final site grading and servicing plan, storm water management report, access, parking and on-site circulation shall be approved to the satisfaction of the Vaughan Engineering Department;

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- iii) all hydro requirements shall be fulfilled to the satisfaction of Powerstream Inc.;
  - iv) the proposed location of a bus shelter pad, if required, be finalized and approved to the satisfaction of the Region of York – York Region Transit;
  - v) the implementing Zoning By-law shall be in full force and effect; and,
  - vi) the Owner shall apply for and receive Consent from the Committee of Adjustment to sever the existing property into two individual parcels, and obtain the required easements to facilitate shared access between the two properties;
- b) that the site plan agreement or letter of undertaking, whichever is in effect, include the following provision:
- i) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to issuance of a Building Permit, in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

#### **Economic Impact**

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

#### **Communications Plan**

On March 23, 2007, a Notice of Public Hearing for the Zoning By-law Amendment Application was circulated to all property owners within 120m of the subject lands. Through the circulation, no written comments were received by the Development Planning Department, and there were no concerns expressed by the public at the Public Hearing on April 16, 2007.

The recommendation of the Committee of the Whole to receive the Public Hearing report of April 16, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on April 23, 2007.

#### **Purpose**

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

1. A Zoning By-law Amendment Application (File Z.07.003) to amend the site-specific R1 Residential Zone standards in Exception 9(220) to By-law 1-88, to facilitate the severance of the property into two individual lots each having frontage on Centre Street of 15.25 m (Part 2) and 15.3 m (Part 1) respectively, as shown on Attachment #2, and to facilitate the construction of a new two-storey building (Attachment #7) on the westerly severed parcel with the same uses as permitted for the existing two-storey building being a medical office, business and professional office, and one residential unit, or any combination thereof. The application also requires the following exceptions in order to bring the existing and proposed buildings into compliance with the R1 Residential Zone standards:



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- i) permit a minimum lot frontage of 15 m;
  - ii) permit a minimum lot area of 570 m<sup>2</sup>;
  - iii) permit a minimum front yard setback of 5.3m;
  - iv) permit a minimum interior side yard setback of 1.2m;
  - v) permit a minimum exterior side yard setback of 1.5 m;
  - vi) permit a minimum of 8 parking spaces on "Part 2", as shown on Attachment #2;
  - vii) permit a minimum existing driveway width (one-way) of 3.16 m;
  - viii) permit shared parking, parking aisles and access between both properties (Parts 1 and 2 as shown on Attachment #2); and
  - ix) permit a minimum rear yard landscaping of 17% on "Part 1", and 13% on "Part 2".
2. A Site Development Application (File DA.07.069) to permit the development of a new 265.9m<sup>2</sup> building on the lands to be severed (Part 2) to be used for business and professional office, medical office and residential uses or any combination thereof; and, to permit exterior upgrades to the existing 158m<sup>2</sup> building on the lands to be retained (Part 1), which will be used for permitted business and professional office, medical office, personal service shop (hair/esthetics salon) and residential uses, or any combination thereof, as shown on Attachment #2. The pertinent site statistics are as follows:

Total Site Area: 1172 m<sup>2</sup>

Part 1: (Existing building on retained lands)

Lot Area:	572 m <sup>2</sup>
Ground Floor Area:	85 m <sup>2</sup>
Gross Floor Area:	158 m <sup>2</sup>
Landscaped Area:	168 m <sup>2</sup> (29.5%)
Lot Coverage:	104 m <sup>2</sup> (18.1%)
Lot Frontage:	15.3 m
Lot Depth:	38m +/-
Building Height:	7.0 m
Required Parking:	6 spaces (@3.5 spaces/100 m <sup>2</sup> )
Proposed Parking:	7 spaces

Part 2: (Proposed building on severed lands)

Lot Area:	620 m <sup>2</sup>
Ground Floor Area:	134.8 m <sup>2</sup>
Gross Floor Area:	265.9 m <sup>2</sup>
Landscaped Area:	227.2 m <sup>2</sup> (36.6%)
Lot Coverage:	146.8 m <sup>2</sup> (23.7%)
Lot Frontage:	15.25 m
Lot Depth:	38m +/-
Building Height:	8.0 m
Required Parking:	10 spaces (@3.5 spaces/100 m <sup>2</sup> )
Proposed Parking:	8 spaces

### Background - Analysis and Options

#### Location

The subject lands shown on Attachment #1 are located on the north side of Centre Street, and west of Yonge Street, municipally known as 78 Centre Street, City of Vaughan. The subject lands are currently occupied by a two-storey historic building (on Part 1) included in the City's "Listing of Significant Heritage Structures (LSHS)". The surrounding land uses are shown on Attachment #1.

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#### Official Plan

The subject lands are designated “Low Density Residential” within the Thornhill Heritage District by OPA #210 (Thornhill Community Plan), as amended by site-specific OPA #456. This designation provides opportunities for single-detached residential lots fronting onto Centre Street, east of Brooke Street, within the Village of Thornhill Heritage District, to be used for business and professional offices, and/or retail commercial uses not exceeding 167.2m<sup>2</sup> in total gross floor area, in addition to the permitted residential uses.

OPA #456 amended the “Low Density Residential” provisions of OPA #210 to permit a personal service shop use (i.e. hair/esthetics salon) in addition to retail, office commercial and low density residential uses, with no gross floor area restrictions, which is applicable to the subject lands. The proposed zoning amendment and site development applications conform to the Official Plan.

#### Zoning

The subject lands are zoned R1 Residential Zone by By-law 1-88, subject to Exception 9(220), which permits one personal service shop (hair salon/esthetics) or one medical office, business and professional offices, and one (1) residential unit, or any combination thereof, provided all of these uses are located only within the existing main building and the total floor area of the uses together shall not exceed 145m<sup>2</sup>. Furthermore, the existing site-specific exception establishes building envelopes and setbacks, and identifies locations for landscaping, number of parking spaces, and driveway widths, which do not support the proposed development of a second lot and building as proposed by the applicant. The following exceptions to the R1 Residential Zone are required to bring the proposed site development into compliance, as follows:

	<u>Required</u>	<u>Proposed</u>
• Minimum lot frontage	18.0 m	15 m
• Minimum lot area	700 m <sup>2</sup>	570 m <sup>2</sup>
• Minimum front yard setback	7.5 m	5.3
• Minimum interior side yard setback	1.5m and 4.5 m	1.2 m
• Minimum exterior side yard setback	4.5m	1.5 m
• Minimum parking on “Part 2”	10 spaces	8 spaces
• Minimum driveway width	5.4 m	3.16 m
• Shared parking access and aisles	not permitted	to permit
• Minimum rear yard landscaping (Part 1)	60%	17%
• Minimum rear yard landscaping (Part 2)	60%	13%

The main use of the proposed building will be consistent with the uses currently permitted for the existing building, minus the personal service shop use. Both buildings will primarily be used for business and professional offices. The Development Planning Department considers the proposal to maintain the existing R1 Residential Zone with the above-noted site-specific exceptions to the zone standards, to be consistent and compatible with the surrounding area.

The Development Planning Department has reviewed with the proposed changes to the Zoning By-law and to site-specific Exception 9(220) and have no objections to the proposed changes required to implement the second building on the subject lands.

#### Site Design

The proposed site plan is shown on Attachment #2. The proposal supports the severance of the existing property into two smaller parcels, the construction of a new 265.9m<sup>2</sup> building on the lands to be severed, and minor exterior alterations to the existing 158m<sup>2</sup> structure located on the lands

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to be retained. Both parcels will have frontage on Centre Street. Pedestrian access to both buildings will be from a pedestrian walkway to the public sidewalk along Centre Street and walkways at the rear of the building from the parking area and to the public laneway to the west.

The site is proposed to be landscaped with a mix of coniferous, deciduous and ornamental trees, and a mix of shrubs, perennials and ornamental grasses as shown on Attachment #3. The prime concentration of landscaping is situated at the front of the proposed buildings along the Centre Street frontage, with some small gardens at the rear of both structures. There are several mature trees along the north and east property lines, which the proposal will maintain. The proposed landscaping features will create a consistent and uniform streetscape appearance along Centre Street with respect to the residential appearance and heritage features of the property.

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

#### Access and Parking

Vehicular access to the rear parking area for both buildings will be utilized through improvements to the existing driveway situated east of the existing building and will operate in a circular pattern, entering "one-way" from Centre Street and exiting "one-way" through access into the public laneway to the west as shown on Attachment #2. An exception to the By-law is required to allow for the shared parking aisles and driveway access for both lots, as the By-law requires that all parking aisles and access be provided and maintained on the same lot.

By-law 1-88 requires the minimum parking requirement for the most intensive use on the site, for the proposed business and professional offices, be calculated as follows:

Part 1: Total parking required -  $158\text{m}^2 @ 3.5 \text{ spaces}/100 \text{ m}^2 \text{ GFA} = 6 \text{ parking spaces}$

Part 2: Total parking required –  $265.9\text{m}^2 @ 3.5 \text{ spaces}/100\text{m}^2 \text{ GFA} = 10 \text{ parking spaces}$

"Part 1" proposes 7 parking spaces and "Part 2" proposes 8 parking spaces. "Part 1" will have a parking surplus of 1 space, and "Part 2" will have a parking deficiency of 2 spaces. The proposed parking is considered to be appropriate to support the proposed uses on the site. An exception for reduced parking will be provided for the Part "2" lands.

#### Building Elevations

The existing and proposed building elevations are shown on Attachments #4, #5, #6, and #7. The existing two-storey historic building is included in the City's "*Listing of Significant Heritage Structures* (LSHS)". Any works to be done to this structure requires the approval of Heritage Vaughan and the Cultural Services Division. There are no major structural changes proposed for the existing structure with the exception of a larger porch being added to the rear of the structure, and certain architectural elements being updated or repaired, including a new roof (Attachment #6). The proposed changes to the existing heritage structure are consistent with the Thornhill Heritage Conservation District policies and surrounding community.

The proposed two-storey structure although not a heritage structure must comply with the policies within the Thornhill Heritage Conservation District and requires approval from Heritage Vaughan and the Cultural Services Division. The proposed building (Attachment #7) will be constructed with dark green prefinished wood siding and refinished red wood shutters. A 'traditional' brick chimney will be located along the western wall and the roof will be finished with 'traditional' asphalt shingles. The Cultural Services Division and Heritage Vaughan approved the Site Plan and the building elevations for both buildings at the Heritage Vaughan meeting on May 21, 2008.

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The final building elevations must be approved to the satisfaction of the Development Planning Department, in accordance with the approvals from Heritage Vaughan and the Cultural Services Division.

#### **Services**

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

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

#### **Parkland Dedication**

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

#### **Sustainability**

The Development Planning Department's Urban Design Section has recommended that the development include the use of permeable pavers to reduce the amount of stormwater runoff, and to provide benches, bicycle racks and other 'street furniture' to encourage alternate forms of transportation and to support the Thornhill Heritage Conservation Plan. Furthermore, Urban Design Staff have recommended the inclusion of high quality landscaping and pedestrian connections to the public sidewalk to reinforce the pedestrian realm and network of the development. The Development Planning Department will continue to work with the Owner to ensure environmentally sustainable features are incorporated into the development.

#### **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 site abuts Centre Street, which is not under the jurisdiction of the Region of York. However, York Region Transit operates a bus route along Centre Street and has requested that the applicant provide a bus pad for a future transit stop in front of the subject lands. The applicant is continuing to work with York Region Transit to determine the most appropriate location of the bus pad, if required. The Development Planning Department will continue to work with the Applicant and York Region Transit regarding the location of the bus pad, if required.

#### **Conclusion**

The Development Planning Department has reviewed the proposed Zoning By-law Amendment Application to rezone the subject lands to facilitate the severance of the property into two individual lots, and to permit the development of a new building on the lands to be severed to be used for business and professional office, medical office, and residential uses, or any combination thereof. Development Planning Staff is of the opinion that the proposed zoning amendment to permit these uses and the associated exceptions requested to facilitate the development of the subject lands are appropriate and compatible with the existing uses on the property and in the surrounding area. The proposal implements the policies of OPA #210, as

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amended by OPA #456, which permits low-intensity office and commercial and residential development along Centre Street in this location.

The related Site Development Application to facilitate the creation of a second lot with a second building, and shared access and aisleways, to permit the above-noted uses on the subject lands can be supported by the Development Planning Department.

**Attachments**

1. Location Map
2. Proposed Site Plan
3. Landscape Plan
4. Existing and Proposed – North/South Elevations
5. Existing Building Elevations
6. Existing Building Elevations Upgraded
7. Proposed Building Elevations

**Report prepared by:**

Ryan Mino, Planner 1, ext. 8213  
Arto Tikiryan, Senior Planner, ext. 8212

/LG

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 71, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**71**

**ZONING BY-LAW AMENDMENT FILE Z.03.076  
DRAFT PLAN OF SUBDIVISION FILE 19T-03V13  
HELMHORST INVESTMENTS LTD.  
REPORT #P.2004.42**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008, be approved; and**
- 2) That the deputation of Mr. Mark Yarranton, KLM Planning Partners Inc., 64 Jardin Drive, Suite 1B, Concord, L4K 3P3, be received.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.03.076 (Helmhorst Investments Ltd.) BE APPROVED, to amend By-law 1-88, specifically to rezone the subject lands shown on Attachment #2 from A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone and OS5 Open Space Environmental Protection Zone to the following zone categories in the manner shown on Attachment #4 to facilitate the proposed draft plan of subdivision shown on Attachment #3:
  - a) RD2(H) – Residential Detached Zone Two with a Holding Symbol “(H)”
  - b) RD3(H) – Residential Detached Zone Three with a Holding Symbol “(H)”
  - c) RD4(H) – Residential Detached Zone Four with a Holding Symbol “(H)”
  - d) RS1(H) – Residential Semi-Detached Zone with a Holding Symbol “(H)”
  - e) RT1(H) – Residential Townhouse Zone with a Holding Symbol “(H)”
  - f) C3(H) – Local Commercial Zone with a Holding Symbol “(H)”
  - g) OS1 – Open Space Conservation Zone
  - h) OS2 – Open Space Park Zone
  - i) OS4 – Open Space Woodlot Zone
  - j) OS5 – Open Space Environmental Protection Zone.
2. THAT the implementing zoning by-law shall require that prior to the removal of the Holding Symbol “(H)” from any lands zoned for residential purposes, water and sanitary sewer capacity must be identified and allocated by Council.
3. THAT the permitted uses and development standards in a C3 Local Commercial Zone be amended as follows to facilitate the development of the Local Commercial Block 791, shown on Attachment #3:
  - a) permit the following additional uses in the C3 Local Commercial Zone:
    - i) Eating Establishment, restricted to a maximum of 20% of the gross floor area of the building, and an accessory outdoor patio not exceeding six (6) tables;

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- ii) Service or Repair Shop, provided the service or repair of larger appliances and other products being deleted from the definition of “service or repair shop”, specifically, the repair of furnace or oil burners, water and air coolers, and lawn care equipment, and that outside storage not be associated with this use;
    - iii) A Veterinary Clinic, provided the use is carried out within a wholly enclosed building with no outside storage or any accessory use being carried on outdoors (i.e. animal holding area);
    - iv) Club or Health Centre;
  - b) permit the following zoning exceptions to the C3 Local Commercial Zone:
    - i) a reduced front yard setback from 11 m to 4.5m;
    - ii) a reduced rear yard setback from 9 m to 4.5 m;
    - iii) a reduced interior side yard setback from 9 m to 6 m;
    - iv) a reduced exterior side yard setback from 11 m to 4.5 m;
    - v) an increased gross floor area from 1860 m<sup>2</sup> to 2105 m<sup>2</sup>;
    - vi) a reduced minimum setback to an “R” Residential Zone from 9 m to 6m; and,
    - vii) the rear and interior side yard setbacks shall be used for landscaping purposes only;
  - c) prior to the removal of the Holding Symbol “(H)” from the lands zoned C3(H) Local Commercial Zone, Council shall approve a Site Development Application;
  - d) permit any further zoning exceptions as may be required to facilitate the road widening as per the Regional Municipal Class Environmental Assessment for the improvement of Bathurst Street from Highway 7 to Teston Road.
4. THAT the implementing by-law permit a maximum of one (1) residential dwelling on Block 800, as shown on Attachment #3.
5. THAT the implementing Zoning By-law provide for the following site-specific exceptions to the RD4 Residential Detached Zone for Block 777 as shown on Attachment #3 to facilitate an existing dwelling unit:
- i) a reduced front yard setback to 2m, whereas a minimum 4.5m is required;
  - ii) a reduced exterior side yard setback to 0.6m, whereas a minimum 4.5m is required;
  - iii) a minimum rear yard setback of 0.6m to the detached garage located in the rear yard, whereas 1.0m is required;
  - iv) a minimum interior side yard setback of 0.6m to the detached garage located in the rear yard, whereas 1.2m is required;
6. THAT the implementing Zoning By-law provide the following site-specific exceptions to the RT1 Residential Townhouse Zone standards for Blocks 1, 2, 69 and 70 as shown on Attachment #3 to facilitate detached garages located in the rear and exterior side yards as shown on Attachment #5:

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<b>Zoning Requirement</b>	<b>Detached Garage Located in the Rear Yard</b>	
	<b>Accessed by a Driveway Crossing the Rear Lot Line</b>	<b>Accessed by a Driveway Crossing the Exterior Lot Line</b>
Minimum rear yard setback	2.0m	1.0m
Minimum exterior side yard setback	4.5m	4.5m
Minimum interior side yard setback	1.2m <sup>1</sup>	1.2m <sup>1</sup>
Minimum setback to a street from which access is provided	n/a	6.0m
Minimum distance between garage and nearest wall of dwelling	6.5m	3.0m
Parking Spaces	2 <sup>2</sup>	2 <sup>2</sup>

1. Where the garage is attached to another garage then the interior side yard setback shall be 0 m.
2. One required parking space maybe permitted on the Boulevard.

7. THAT Draft Plan of Subdivision File 19T-03V13 (Helmhorst Investments Ltd.) as red-lined on June 16, 2008, and shown on Attachment #3, BE APPROVED, subject to the conditions set out in Attachment #1.
8. THAT the Regional Requested Deferred area shown on Attachment #3, not be approved until such time as the Municipal Class Environmental Assessment for the improvement of Bathurst Street from Highway 7 to Teston Road has been completed and approved, to the satisfaction of the Region of York.
9. THAT the Owner enter into an agreement with the City to be registered on title, indicating that no Lots and/or Blocks, will be offered for sale by the Owner or by purchasers until water supply and sewage servicing capacity has been identified and allocated by the City.
10. FOR the purposes of notice, the Subdivision Agreement shall contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, for the plan at the rates stipulated in OPA #600 and conform to the City's approved "Cash-in-Lieu of Parkland Policy".

**Economic Impact**

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



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#### **Communications Plan**

On January 23, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands and to the Gates of Maple, Maple Landing, and Maple Village Ratepayers Associations. Written submissions were received from area residents identifying concerns about the redevelopment of farmland to a residential subdivision.

At the Public Hearing held on February 16, 2004, Council directed that the applicant meet with a concerned Richmond Hill resident to resolve concerns and issues identified, prior to this matter being brought forward to a Committee of the Whole meeting.

The applicant has met with the area resident, and Lynn Foster-Town of Richmond Hill Councillor for Ward 4, to discuss the proposed plan and concerns associated with the local convenience commercial site. The area resident is now satisfied with the plan and the concerns regarding the commercial development will be addressed through the review of the future site plan application.

A notice of this subject Committee of the Whole meeting was sent to those individuals on file having expressed interest in this application.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 16, 2004, and to forward a comprehensive report to a future Committee meeting was ratified by Council on February 23, 2004.

#### **Purpose**

The Owner has submitted the following applications on the subject lands shown on Attachment #2:

1. A Zoning By-law Amendment Application (File Z.03.076) to amend Zoning By-law 1-88, specifically to:
  - i) rezone the subject lands shown on Attachment #2 from A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone and OS5 Open Space Environmental Protection Zone to the following zone categories in the manner shown on Attachment #4 to implement the proposed residential draft plan of subdivision shown on Attachment #3:
    - RD2(H) – Residential Detached Zone Two with a Holding Symbol “(H)”
    - RD3(H) – Residential Detached Zone Three with a Holding Symbol “(H)”
    - RD4(H) – Residential Detached Zone Four with a Holding Symbol “(H)”
    - RS1(H) – Residential Semi-Detached Zone with a Holding Symbol “(H)”
    - RT1(H) – Residential Townhouse Zone with a Holding Symbol “(H)”
    - C3(H) – Local Commercial Zone with a Holding Symbol “(H)”
    - OS1 – Open Space Conservation Zone
    - OS2 – Open Space Park Zone
    - OS4 – Open Space Woodlot Zone
    - OS5 – Open Space Environmental Protection Zone
  - ii) permit the following uses and development standards for the C3 Local Commercial Zone to facilitate the development of the Local Commercial Block 791, shown on Attachment #3:
    - a) permit the following additional uses in the C3 Local Commercial Zone:

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- Eating Establishment
  - Eating Establishment, Convenience
  - Eating Establishment, Take Out
  - Eating Establishment, Convenience with Drive-Through
  - Outdoor Patio associated with any of the above Eating Establishment uses
  - Club or Health Centre
  - Service or Repair Shop
  - Veterinary Clinic
- b) permit the following zoning exceptions to the C3 Local Commercial Zone:
- i) a reduced front yard setback from 11 m to 4.5m;
  - ii) a reduced rear yard setback from 9 m to 4.5 m;
  - iii) a reduced interior side yard setback from 9 m to 6 m;
  - iv) a reduced exterior side yard setback from 11 m to 4.5 m;
  - v) an increased gross floor area from 1860 m<sup>2</sup> to 2105 m<sup>2</sup>;
  - vi) a reduced minimum setback to an “R” Residential Zone from 9 m to 6m;
  - vii) any further zoning exceptions required upon the completion of the Regional Municipal Class Environmental Assessment;
- iii) deem the existing dwelling on Block 800 as shown on Attachment #3, to comply with the requirements of the RD4 Residential Detached Zone Four;
- iv) permit the following site-specific exceptions to the RD4 Residential Detached Zone for Block 777 as shown on Attachment #3 to facilitate an existing dwelling unit:
- i) a reduced front yard setback to 2 m, whereas a minimum 4.5 m is required;
  - ii) a reduced exterior side yard setback to 0.6 m, whereas a minimum 4.5 m is required;
  - iii) a minimum rear yard setback of 0.6 m to the detached garage located in the rear yard, whereas 1.0 m is required;
  - iv) a minimum interior side yard setback of 0.6m to the detached garage located in the rear yard, whereas 1.2m is required;
- v) provide the following site-specific exceptions to the RT1 Residential Townhouse Zone standards for Blocks 1, 2, 69 and 70 as shown on Attachment #3 to facilitate detached garages located in the rear and exterior side yards as shown on Attachment #5:

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Zoning Requirement	Detached Garage Located in the Rear Yard	
	Accessed by a Driveway Crossing the Rear Lot Line	Accessed by a Driveway Crossing the Exterior Lot Line
Minimum rear yard setback	2.0m	1.0m
Minimum exterior side yard setback	4.5m	4.5m
Minimum interior side yard setback	1.2m <sup>1</sup>	1.2m <sup>1</sup>
Minimum setback to a street from which access is provided	n/a	6.0m
Minimum distance between garage and nearest wall of dwelling	6.5m	3.0m
Parking	2 <sup>2</sup>	2 <sup>2</sup>

1. Where the garage is attached to another garage then the interior side yard setback shall be 0 m.
2. One required parking space maybe permitted on the Boulevard.

2. An application for Draft Plan of Subdivision approval (File 19T-03V13) for the subject lands shown on Attachment #2, to facilitate a residential plan of subdivision, as shown on the red-lined plan dated June 16, 2008 on Attachment #3, consisting of 763 full lots, and 9 blocks to be combined with future blocks on the lands to the immediate north (Part 49 on Plan 65R-28325) resulting in an additional 9 lots.

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

The 189.673 ha property is located on the north side of Major Mackenzie Drive, west of Bathurst Street, within Planning Block 12, in Part of Lots 21 and 22, Concession 2, City of Vaughan.

The subject lands are designated "Low Density Residential" and "Valley Lands" by OPA #600, and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The Block 12 Plan specifically defines the residential land use to be primarily detached dwelling units. The lands are zoned A Agricultural Zone by By-law 1-88, and are currently vacant, with the exception of the three existing cottages along Major Mackenzie Drive that will be demolished and two houses which will remain and be integrated in the subdivision, being 10,244 Bathurst Street (Block 777) and 980 Major Mackenzie Drive (Block 800), as shown on Attachment #3. The surrounding land uses are shown on Attachment #2.

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##### Block Plan

On September 22, 2003, Council approved the Block 12 Plan, which provides primarily “low density residential” development over most of the Block, including the subject lands, comprised of detached units with frontages ranging from 10 m to 18 m. Within the Block Plan, there are four elementary schools and five neighbourhood parks. Four of the school sites are adjacent to parks, forming campuses. There are also two neighbourhood commercial sites, one local convenience commercial site, and 12 stormwater management ponds.

The proposed development of the subject lands for low density residential uses and layout of the subdivision plan conforms to the Block 12 Plan, as shown on Attachment #6.

##### Oak Ridges Moraine Conservation Plan

The subject lands are located on the Oak Ridges Moraine. The Oak Ridges Moraine Conservation Plan (ORMCP) requires that all Planning Act applications must conform with the ORMCP. The Block 12 Oak Ridges Moraine Conservation Plan Conformity Report (August 2003) prepared by Malone Given Parsons for the Block 12 Landowners, comprehensively addressed the ORMCP requirements for the entire Block and demonstrates conformity.

The proposed subdivision and zoning applications were filed after November 17, 2001, and therefore, are subject to the provisions of the Oak Ridges Moraine Conservation Plan (ORMCP). The Block 12 conformity report demonstrated that the features of the Moraine have been protected and conserved as required by the ORMCP, which is reflected in the design of the proposed draft plan of subdivision, and therefore, no additional conformity reports are required.

##### Official Plan

The subject lands are designated “Low Density Residential” and “Valley Lands” by OPA #600, and further designated “Settlement Area” by OPA #604 (Oak Ridges Moraine Conformity Plan).

The “Low Density Residential” designation permits a range of uses, including detached and semi-detached units, street townhouses, parks, schools and local convenience commercial centres.

Within the “Low Density Residential” designation, the maximum permitted net residential density on a site is 14.0 units per hectare on privately held lands within Block 12, calculated on the area of developable lands. The area included in the calculation of residential density shall include local and primary roads and the lands for the dwelling units, but shall exclude all other lands. The draft plan yields an overall density of 11 units per net hectare. The draft plan conforms to the Official Plan in this respect.

##### Zoning

The subject lands are zoned A Agricultural Zone, OS1 Open Space Conservation Zone, OS4 Open Space Woodlot Zone and OS5 Open Space Environmental Protection Zone by By-law 1-88 as shown on Attachment #2. To facilitate the proposed residential draft plan of subdivision as shown on Attachment #3, a Zoning By-law Amendment is required. In order to implement the proposed residential lots, the Owner is proposing to rezone the subject lands in the manner shown on Attachment #4 and utilizing the following zone categories:

- RD2 Residential Detached Zone Two; RD3 Residential Detached Zone Three; and, RD4 Residential Detached Zone Four for the single detached units;
- the RS1 Residential Semi-Detached Zone for the semi-detached units;
- the RT1 Residential Townhouse Zone for the townhouse units;
- the RD4 Residential Detached Four Zone for the school block;

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- all open space blocks and buffers would be zoned OS5 Open Space Environmental Protection Zone;
- the neighbourhood parks, parkettes and greenways would be zoned OS2 Open Space Park Zone;
- the storm water management ponds would be zoned OS1 Open Space Conservation Zone; and,
- the proposed local commercial Block (791) would be zoned C3 Local Commercial Zone, subject to exceptions.

The Development Planning Department is satisfied with the zone categories being requested to implement the proposed draft plan of subdivision. These zones will implement a development that is consistent with the Block Plan and compatible with the surrounding land uses. It is noted that all residentially zoned lands shall be zoned with the addition of the Holding Symbol “(H)” until such time as water and sanitary sewage capacity has been identified and allocated to the subject lands by the City.

#### i) Commercial Lands (Block 791)

The Owner has requested that the following site-specific zoning exceptions be approved to the C3 Local Commercial Zone to facilitate the future commercial development of Block 791:

- permit the following additional uses in a C3 Local Commercial Zone:
  - Club or Health Centre
  - Eating Establishment
  - Eating Establishment, Convenience
  - Eating Establishment, Take-Out
  - Eating Establishment, Convenience with a Drive-Through
  - Service or Repair Shop
  - Outdoor Patio associated with any of the above Eating Establishment uses
  - Veterinary Clinic;
- a reduced front yard setback from 11 m to 4.5m;
- a reduced rear yard setback from 9 m to 4.5 m;
- a reduced interior side yard setback from 9 m to 6 m;
- a reduced exterior side yard setback from 11 m to 4.5 m;
- an increased gross floor area from 1860 m<sup>2</sup> to 2105 m<sup>2</sup>;
- a reduced minimum setback to an “R” Residential Zone from 9 m to 6 m;
- further zoning exceptions may be required upon the completion of the Regional Municipal Class Environmental Assessment.

The Development Planning Department has reviewed the additional uses proposed by the Owner and can support the Club or Health Centre use, and the following uses subject to conditions:

- i) Eating Establishment – restricted to a maximum of 20% of the gross floor area of the building, and the accessory outdoor patio not exceeding six (6) tables. These standards will ensure parking will not become problematic on the site and that the commercial site remains compatible with the adjacent residential uses. The other Eating Establishment types including Convenience, Take Out, and Convenience with a Drive-Through are not considered appropriate for a local commercial site in this land use context, and are not being supported by the Development Planning Department;

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- ii) Service or Repair shop – subject to the service or repair of larger appliances and other products being deleted from the definition of a “service or repair shop”, specifically the repair of: furnace or oil burners, water and air coolers, lawn care equipment, and that there is no outside storage associated with this use. These standards will ensure that a service or repair shop will essentially repair small household appliances and materials and that no outside storage is associated with this use located adjacent to Bathurst Street and residential dwellings;
- iii) A Veterinary Clinic – subject to the use being carried out within a wholly enclosed building with no outside storage or any ancillary use being carried on outdoors (i.e. animal holding area). This will ensure compatibility with the residential uses to the immediate south and eliminate complaints respecting nuisances associated with this use being located outdoors (i.e. dog barking).

With respect to the proposed development standards for the C3 Local Commercial Zone, the Development Planning Department can support the reduced front and exterior side yard setbacks of 4.5 m, which would provide the opportunity to locate the future commercial building closer to the street, which is desirable from an urban design perspective. With respect to the reduced rear yard and interior side yard setbacks of 4.5 m and 6.0 m, respectively, the Development Planning Department can support these reductions provided the reduced yards are used solely for landscaping purposes. This will ensure that no loading or unloading, driveways etc. would be located in these yards and provide the opportunity to soften the interface between the commercial uses and residential uses to the west and south.

The Regional Municipality of York may request additional lands through a road widening along Bathurst Street, as shown Attachment #3 as “Regional Requested Deferral Area”. This may reduce the depth of the Commercial Block (Block 791) by approximately 5m which may result in minor adjustments to the above zone standards.

Furthermore, it is recommended that Block 791 be zoned with the Holding Symbol “(H)”, which would be removed upon Council’s approval of a Site Development Application in order to allow the Development Planning Department to review matters such as building location and design, landscaping, parking, etc., to ensure compatibility between the commercial and residential uses, as well as, upon the completion of the Regional Municipal Class Environmental Assessment for the improvement of Bathurst Street from Highway 7 to Teston Road.

#### ii) Residential Lands

##### Existing Dwellings (Blocks 777 and 800)

The Owner is proposing to retain two existing dwellings on the subject lands, which will be maintained on Block 777 and 800, as shown on Attachment #3. The Owner has requested the necessary zoning exceptions required to maintain these dwellings on lands which are proposed to be rezoned RD4 Residential Detached Zone Four. The Development Planning Department recommends that the implementing Zoning By-law restrict the permitted uses on Block 800 to one detached dwelling only. This will prevent the creation of additional lots on this block without further review and approval by the City. The exceptions to recognize the existing residence on Block 777 can also be supported.

##### Blocks 1, 2, 69 and 70

The Owner is proposing garages located in the rear yard that are accessed by a driveway crossing the rear and exterior side lot lines as shown on Attachment #5. This building design is being utilized on Blocks 1, 2, 69 and 70 located at the intersection of Major Mackenzie Drive and Street “1” in order to create a more attractive entry into the community with the front facade of the

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dwelling facing the street. The design requires that the garages be located in the rear yard. In order to implement this building layout as shown on Attachment #5, the following zoning exceptions are required:

Zoning Requirement	Detached Garage Located in the Rear Yard	
	Accessed by a Driveway Crossing the Rear Lot Line	Accessed by a Driveway Crossing the Exterior Lot Line
Minimum rear yard setback	2.0m	1.0m
Minimum exterior side yard setback	4.5m	4.5m
Minimum interior side yard setback	1.2m <sup>1</sup>	1.2m <sup>1</sup>
Minimum setback to a street from which access is provided	n/a	6.0m
Minimum distance between garage and nearest wall of dwelling	6.5m	3.0m
Parking Spaces	2 <sup>2</sup>	2 <sup>2</sup>

1. Where the garage is attached to another garage then the interior side yard setback shall be 0 Metres.
2. One required parking space maybe permitted on the Boulevard.

The Development Planning Department has no objections to the above-noted exceptions to By-law 1-88, which will facilitate an appropriate subdivision design and remove driveway access from primary Street "1" to the side streets.

### Subdivision Design

The proposed draft plan of subdivision shown on Attachment #3 has been prepared in accordance with the approved Block 12 Plan, shown on Attachment #6 and consists of the following:

- Lots for Detached Dwellings
  - 103 lots with minimum 15.3 m frontages 6.23 ha
  - 372 lots with minimum 12.5 m frontages 15.71ha
  - 219 lots with minimum 9.0 m frontages 7.13ha
  - 6 lots with minimum 13.5 m frontages 0.52 ha
- 9 blocks with minimum 13.5 m frontages (4.5 units) 0.13 ha
- 1 block with minimum 12.5 m frontage (0.5 unit) 0.05 ha
- Lots for Semi-Detached Dwellings
  - 63 lots with minimum 15.3m frontages(126 units) 3.61 ha

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-	Blocks for townhouse units 4 blocks with minimum 7.8 m frontages (16 units)	0.53 ha
-	Park blocks (Blocks 778-781)	4.49 ha
-	Parkette blocks (Blocks 782 & 783)	0.55 ha
-	Public elementary school block (Block 784)	2.39 ha
-	Stormwater management blocks (Blocks 785 & 786)	5.06 ha
-	Valleyland blocks (Blocks 787 & 788)	12.17ha
-	Tableland woodlot blocks (Block 789 & 790)	1.04 ha
-	Commercial block (Block 791)	0.64 ha
-	Buffer blocks (Blocks 792 – 799)	0.77 ha
-	Future residential block (Block 800)	1.09 ha
-	Road widening (Block 801)	0.15 ha
-	Roads	14.50ha
	<b>Total Site Area</b>	<b>76.76ha</b>

The proposed draft plan of subdivision, as shown on Attachment #3 provides for 763 full lots and four Blocks, of which 700 lots are intended for future detached residential dwellings, 63 lots are intended for semi-detached dwellings (126 units) and 4 blocks for street townhouse units (16 units). There are 9 part blocks (768 to 776 inclusive) that would be developed with future blocks to the north (Part 49 on Plan 65R-28325) to form 9 full lots for detached dwelling units.

The road pattern is designed to align with the adjacent roads (Via Romano Boulevard and Queen Filomena Avenue) in the adjacent subdivisions to the north and west. When completed, the road pattern will provide for a continuous movement of local traffic within the Block Plan.

The draft plan of subdivision will accommodate two existing dwellings located at 10244 Bathurst Street and 980 Major Mackenzie Drive on Block 777 and 800 respectively. Block 800 is accessed from Street "4" while Block 777 is accessed from Street "16", as shown on Attachment #3. A clause will be included in the implementing by-law restricting the use of Block 800 to one residential dwelling, to prevent it from being further subdivided without City review and approval. The appropriate exceptions will be included in the implementing zoning by-law for these dwellings.

A 0.637 ha Local Convenience Commercial (Block 791) has been provided at the southwest corner of Bathurst Street and Queen Filomena Avenue. This block will have access from the internal road system. The Region of York must approve any future access to Bathurst Street. These lands will be zoned with the Holding Symbol "(H)" that will be lifted upon Council's approval of a Site Development Application. The proposed draft plan also provides for school, park, valley and buffer blocks.

In addition, the Regional Requested Deferral Area as red-lined on June 16, 2008 and shown on Attachment #3 runs along Bathurst Street along the easterly portion of the subdivision. This area will not be approved and finalized pending the completion and approval of the Municipal Class Environmental Assessment for the improvement of Bathurst Street from Highway 7 to Teston Road in the Town of Richmond Hill and the City of Vaughan. A condition of approval has been included in Attachment #1 deferring the lands until such time as the Region completes its Environmental Assessment.

The Development Planning Department is satisfied with the proposed draft plan of subdivision.

#### Heritage Vaughan

The subject lands contain two heritage structures know as the Bassingthwaite House (at 10244 Bathurst Street) and the George Munshaw House (at 980 Major Mackenzie Drive), which have

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been identified for preservation. All other buildings on the subject lands located at 874, 880, 886, and 998 Major Mackenzie Drive including all of the outbuildings on these properties and the Bassingthwaite barns are recommended for demolition approval as per the structural/architectural evaluation conducted on the buildings by the Cultural Services Division. On August 24, 2005, Heritage Vaughan adopted the following motion (in part):

“That the Bassingthwaite House (at 10244 Bathurst Street) be preserved and integrated into the subject Draft Plan of Subdivision to the satisfaction of Cultural Services staff.

That the owner continue to have the George Munshaw House (the small building at 980 Major Mackenzie Drive) preserved and eventually integrated into the subject Draft Plan of Subdivision to the satisfaction of Cultural Services staff.”

The Bassingthwaite House and George Munshaw House have been incorporated into the proposed draft plan of subdivision on Blocks 777 and 800 respectively, as shown on Attachment #3.

#### Energy Star

On November 12, 2007, Vaughan Council adopted Energy Star Conditions to be included in all Draft Plan of Subdivision approvals. The draft plan of subdivision will be subject to the Energy Star requirements, and the conditions of approval are provided on Attachment #1.

#### City Engineering Department

##### (i) Environmental Site Assessment (ESA)

On April 26, 2006, Soil Engineers Ltd. submitted the Phase I ESA report and the City provided preliminary comments on May 12, 2006. Prior to final approval of the Plan, the Owner has to:

- a) re-submit the Phase I ESA report, to the satisfaction of the City;
- b) Soil Engineers Ltd. has to certify, to the satisfaction of the City, all USTs (Under-ground Storage Tank(s)) and ASTs (Above-ground Storage Tank(s)) have been properly decommissioned and the soil samplings and testings have met the appropriate Ministry of Environment criteria, and all wells and septic systems within this Plan of Subdivision have been properly decommissioned, and for the issue of suspected hazardous materials, a Designated Substance Survey has to be conducted to ensure the appropriate guidelines/regulations are met.
- c) the Record of Site Condition (RSC) has to be properly registered with the Environmental Site Registry (ESR) of the Ministry of Environment.

##### (ii) Roads

The Sidewalk/Transportation Management Plan for Block 12 was approved on September 22, 2003, as part of the Block 12 block plan approval. Prior to final approval of the Plan, the Owner shall submit an updated TMP to the City in order to bring Helmhorst's Transportation Management Plan to the current City's requirement. The updated TMP should include the details of future traffic signals location, traffic calming measure, future transit routes, pedestrian network, traffic controls, park/school treatments, phasing etc. that reflects the latest road network to the satisfaction of the City. The Owner shall implement the requirements of the Traffic Management Plan to the satisfaction of the City.

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(iii) Servicing Allocation Capacity

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on March 31, 2008, servicing allocation capacity totaling 459 residential units (1,561 persons) has been committed to the Block 12 Group Trustee for Phase 3. The City will require written confirmation from the Block 12 Developer's Group that Helmhorst Investments Inc. (19T-03V13) is an active participant in good standing within the Developer's Group prior to the distribution of said units. The Group Trustee is responsible for providing the City with the residential unit breakdown for Phase 3 which to date has not been received. Therefore, the draft plan has not been distributed any of the servicing allocation capacity for the Phase 1 or Phase 2 units previously granted to Block 12.

(iv) Engineering Servicing

The municipal services for this development shall be in accordance with the following approved documents all prepared by Malone Given Parsons. Subsequent plans or reports, which are approved and amended for Block 12 (OPA 600) shall also be deemed to constitute part of the approved M.E.S.P.

1. Block 12 - Volume 1, Master Environmental Servicing Plan and Environmental Impact Statement dated September 1999 (Revised October 2001);
2. Block 12 - Volume 2 Technical Appendix, Master Environmental Servicing Plan and Environmental Impact Statement dated September 1999 (Revised October 2001); and
3. Block 12 - Addendum, Master Environmental Servicing Plan and Environmental Impact Statement dated September 1999 (Revised October 2001), again revised on August 2003.

The draft plan depends on municipal services (sanitary, storm and watermain) constructed in Draft Plan of Subdivision 19T-99V08 (Andridge Homes Limited). Interim sanitary sewage capacity is provided through an oversized sanitary sewer in Block 11 and the North Don Collector via Block 10, with the ultimate outlet being the Bathurst Trunk Sanitary Sewer. If the infrastructure required to connect to the Block 11 infrastructure or the interim or ultimate outlets is not constructed or there is insufficient interim capacity within the North Don Collector to accommodate this plan, the necessary remedial works shall be constructed as external works in conjunction with this draft plan.

The development of the draft plan shall proceed in phases as per the approved M.E.S.P. and the availability of sanitary sewage and water servicing capacity and allocation.

(v) Sanitary Servicing

The draft plan is tributary to the Bathurst Langstaff Trunk Collector Sewer. The intention of the design of the trunk system was to direct sanitary flows from Block 12 through sanitary sewers within Block 11 and into the Bathurst Langstaff Collector Sewer. The current Owner is non-participating and an interim sanitary sewer design to direct upstream flows was required. This involved the construction of a sanitary pumping station north of the draft plan that directs sanitary flows to the east and south on Bathurst Street. When a gravity outlet is constructed this interim pumping station will be decommissioned.

(vi) Storm Drainage

The draft plan drains in a southerly direction into the Don River valley which abuts the south-east boundary of the draft plan. The MESP report proposes a stormwater management pond located at the south east area of the draft plan.

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##### **(vii) Water Supply**

The parcel lies within Pressure District 7 of the York Water Supply System. A portion of the 400 mm-diameter watermain will be constructed through this subdivision and will be connected to the existing system within adjacent properties. The infrastructure required to accommodate the site shall be constructed in accordance with the approved Master Environmental Servicing Plan (M.E.S.P.) to the satisfaction of the City.

##### **Vaughan Cultural Services Division**

The Cultural Services Division has no objection to approval of this draft plan of subdivision, subject to the conditions set out in Attachment #1.

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

The Toronto and Region Conservation Authority (TRCA) has no objection to the approval of the Zoning By-law Amendment Application (File Z.03.076) and Draft Plan of Subdivision Application (File 19T-03V13). The TRCA's conditions of approval are included on Attachment #1.

##### **School Boards**

The York Region District School Board and York Catholic District School Board have no objections to the proposed draft plan of subdivision.

##### **Canada Post**

Canada Post Corporation has no objection to the proposed development, subject to the conditions of approval provided on Attachment #1.

##### **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**

In accordance with York Region's servicing protocol respecting draft plans receiving approval prior to servicing allocation being available, the Region of York is requesting that this plan, which does not have allocation, be subject to various restrictions (i.e., Holding Symbol "(H)" and No-Pre-Sell Agreements) to ensure that water and sanitary sewer servicing are not available prior to occupancy. These restrictions are found within the requested pre-conditions (to be satisfied prior to, or concurrent with draft plan approval) and conditions on Attachment #1. In addition, the Region of York requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

York Region is currently undertaking a Municipal Class Environmental Assessment for the improvement of Bathurst Street from Highway 7 to Teston Road in the Town of Richmond Hill and the City of Vaughan. As a result, the Region is requesting that a portion of the plan of subdivision be deferred pending the completion and approval of the EA. Attachment #3 illustrates the lands to be deferred.

The Region of York has no objection to the approval of the draft plan of subdivision, subject to the conditions set out in Attachment #1.

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#### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.03.076 and Draft Plan of Subdivision File 19T-03V13 (Helmhorst Investments Ltd.), in accordance with the applicable policies of the Official Plan, the requirements of the Zoning By-law, the Oak Ridges Moraine Conformity Plan, Block 12 Plan, and the area context. The proposed Draft Plan of Subdivision consisting of 763 residential lots and a commercial block conforms to the Official Plan. The proposed zoning categories and exceptions to By-law 1-88 are considered appropriate, subject to the comments in this report. In addition, the applications will facilitate a residential development form that is compatible with the surrounding land uses and provide for the protection of environmental features to the satisfaction of the Toronto and Region Conservation Authority and the City.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Draft Plan of Subdivision Application, subject to the conditions of approval in Attachment #1.

#### **Attachments**

1. Conditions of Draft Approval
2. Location Map
3. Draft Plan of Subdivision 19T-03V13
4. Proposed Zoning
5. Detached Garages
6. Block 12 Plan

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

Margaret Holyday, Planner, ext. 8216  
Mauro Peverini, Senior Planner, ext. 8407

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

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**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 72, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

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**SITE DEVELOPMENT FILE DA.07.092  
SCEPTRE DEVELOPMENTS INC.**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 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.07.092 (Sceptre Developments Inc.) BE APPROVED, to permit a mixed-use development comprised of 24 residential live/work units and 42 business and professional office units 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, elevation plan and, landscape plan shall be approved by the Vaughan Development Planning Department;
    - ii) the final site servicing and grading plans, stormwater management report, noise report, road widenings and access driveways, shall be approved by the Vaughan Engineering Department;
    - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
    - iv) the applicant shall provide a Parking Management Plan, prepared by a qualified Parking and Traffic consultant identifying how the parking spaces will be allocated and controlled between owners, tenants, employees and visitors/customers, to the satisfaction of the Development Planning and Engineering Departments;
    - v) the Owner shall provide proof of registration of the Record of Site Condition (RSC) and Environmental Site Record (ESR) by the MOE, to the Vaughan Engineering Department;
    - vi) all requirements of Canadian Pacific Railway Company shall be satisfied;
    - vii) the final elevations, rehabilitation and incorporation of the Heritage Structure at 8209 Kipling Avenue shall be approved to the satisfaction of the Cultural Services Division and Heritage Vaughan; and,
  - b) that the Site Plan Agreement or Letter of Undertaking, whichever is in effect, shall contain the following provisions:
    - i) snow removal, and garbage and recycling pick-up, shall be privately administered and be the responsibility of the Condominium Corporation; and,

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- ii) the appropriate warning clauses shall be included in all offers of purchase or lease and in the Condominium Declaration respecting the noise and vibration generated by the rail line operated by Canadian Pacific Railway.
2. THAT Council adopt the following resolution with respect to the allocation of sewage and water servicing capacity:

“IT IS HEREBY RESOLVED THAT the Site Development Application DA.07.092 is allocated sewage capacity from the Woodbridge Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 4 of the York Water Supply System, for a total of 10 residential units, which is in addition to the previously allocated 14 units allocated to Site Development Application File DA.03.075 on June 15, 2005, following the execution of a Site Plan Agreement or Letter of Undertaking, whichever is in effect, to the satisfaction of the City.”

#### **Economic Impact**

There are no requirements for new funding associated with this report. The development will add new assessment to the local tax base.

#### **Purpose**

The Owner has submitted a Site Development Application (File DA.07.092) on the subject lands shown on Attachment #1, to permit a mixed-use development comprised of 24 residential live/work units and 42 business and professional office units on a 1.46 ha parcel of land as shown on Attachment #2. The site plan provides a total of 232 parking spaces of which 100 spaces are located in an underground garage.

#### **Background – Analysis and Options**

The subject lands shown on Attachment #1 are located on the west side of Kipling Avenue between Meeting House Road and Porter Avenue, and known municipally as 8196 and 8204 Kipling Avenue, City of Vaughan. The subject lands are 1.46 ha in size, relatively flat with some vegetation located in the northern portion of the site. There is an existing heritage house on the subject lands, located at 8204 Kipling Avenue, and known as the “Moody Darker House”, which is proposed to be retained, restored and incorporated into the overall development.

#### **Official Plan and Zoning**

The subject lands are designated “Mixed-Use Commercial” by site-specific OPA #679. The proposed development conforms to the Official Plan.

#### **Zoning**

The subject lands are zoned M1 Restricted Industrial Zone, RM2 Multiple Residential Zone and R3 Residential Zone by By-law 1-88 as shown on Attachment #1. However, a Zoning By-law Amendment Application (File Z.06.078) was approved by Council on October 9, 2007, to rezone the subject lands to C1 Restricted Commercial Zone (Blocks “A”, “B”, “C”, “D”, “E” and “H”) and C1(H) Restricted Commercial Zone with the addition of the Holding Symbol “(H)” for the proposed live work units (Blocks “F” and “G”). The implementing By-law was not to be enacted until such time as the Site Plan Development Application was approved for the subject lands and servicing was allocated for Blocks “F” and “G” by Council. The Zoning By-law Amendment Application was approved, subject to the following development standards:

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- i) permit 24 live/work units (in Blocks "F" and "G", and the existing heritage building) fronting onto Kipling Avenue comprised of the following:
  - Ground Floor – business and professional office uses
  - Second Floor – one residential dwelling unit;
- ii) permit a total of 42 business and professional office units;
- iii) permit a maximum gross leasable floor area devoted to business and professional office uses on the subject lands of 6,592 m<sup>2</sup> (not including the heritage building);
- iv) permit minimum 0 m front yard (east) and 2.0 m rear yard (west) setbacks, whereas 9.0 m and 15 m are required, respectively;
- v) permit a minimum 3.0 m interior side yard (north) setback, whereas 9.0 m is required abutting a Residential Zone;
- vi) permit a minimum of 232 parking spaces, whereas 334 spaces are required;
- vii) permit a 0 m landscape strip abutting Kipling Avenue and an "R" Residential Zone, whereas a minimum of 6 m and 2.4 m are required, respectively; and,
- viii) permit any other zoning exception(s) that are required to implement the final site plan, if approved.

The current Site Plan submission as shown on Attachments #2 to #6 inclusive, complies with the development standards approved by Council. However, as the Site Development Application continues to be processed and perfected, any additional zoning exceptions required to facilitate final plans as approved by Council will be included in the implementing Zoning By-law.

#### Site Plan

The subject lands shown on Attachment #1 consists of three (3) separate parcels with an approximate lot area of 1.46 ha. The irregular shaped parcel is bounded by a private road to the north, the Canadian Pacific Railway (CPR) to the west and Kipling Avenue to the east. Directly to the south is the CPR/Kipling Avenue level crossing. Given the development constraints of the site including its triangular-shape and location adjacent to the CPR rail line, and surrounding land uses, the site plan as submitted is designed to respond to these development constraints.

The latest site plan submission as shown on Attachment #2 proposes 8 development blocks located around the periphery of the site and one smaller block centrally located on the parcel. A total of 66 units are proposed, with 24 live/work units (Blocks "F" and "G", and the existing heritage building) fronting onto Kipling Avenue, and 42 office units within the interior of the site (Blocks "A", "B", "C", "D", "E" and "H"). The parking area is organized internal to the site (132 surface spaces) and away from street view with an underground garage providing an additional 100 parking spaces beneath Buildings "B", "C" and "D". The heritage house is located at the northeast corner of the site and is proposed to be restored and maintained as part of the overall development.

One driveway access point is proposed for the development at the south end of Kipling Avenue, leading to a 6.0 m wide driveway, which provides access to the individual units, and the surface and underground level parking areas.

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The Development Planning Department is generally satisfied with the site plan design and landscape plan, given the development constraints, and will continue to work with the applicant to finalize the site plan shown on Attachment #2, including finalizing the details of the location of the front and side yard steps, amenity area and pedestrian network.

#### Parking and Access

An noted earlier, Council approved the related Zoning By-law Amendment File Z.06.078, which included a zoning exception to permit the proposed development with 232 parking spaces, whereas the By-law requires 334 spaces. A Parking Study, prepared by Urban and Environmental Management Inc., was submitted in support of the Zoning Amendment Application, which identified that the parking for the development be as follows:

Residential- Live/work (24 units @ 1.2 spaces/unit	= 29 spaces
Residential-Visitor (0.20 spaces/unit)	= 5 spaces
Business & Professional Office (GLA - 6,592 m <sup>2</sup> @ 3.0 spaces/100 m <sup>2</sup> )	= 198 spaces
Total Parking for Residential/Office	= 232 spaces

The site plan provides a total of 232 parking spaces of which 100 spaces are located underground, which meets the parking requirements. The Vaughan Engineering Department previously reviewed and approved the parking study.

Although the number of parking spaces has been reduced, the proposed development will result in parking spaces being required for a variety of users including the owners of the commercial units, the employees and patrons, the live/work units and visitors. It is recommended that as a condition of site plan approval, that the Owner provide a parking management plan which identifies how parking will be allocated and controlled amongst the variety of users. A condition of approval is included in this respect.

#### Block Elevations

The development proposes a total of 8 blocks totalling 66 units comprised of two types of units, being an office commercial unit and a live/work unit. The live/work units are located along Kipling Avenue beyond the 30 m Canadian Pacific Railway setback requirement, whereas the office commercial units are located mainly within the interior of the site and abutting the Canadian Pacific Railway lands. The elevations shown on Attachments #4, #5 and #6 are proposed to be constructed with a combination of brick and a board and batten siding as the predominant wall cladding material with elements of masonry and precast detailing, and will incorporate a traditional gable roofline system with gable dormers and the applicable roof pitches for each development block.

The building elevations shown on Attachments #4, #5 and #6, illustrate two-storey buildings with lofts incorporated into the roofline for Blocks "A", "E", "F", "G" and "H". The units will also have a basement level, which are intended to be used for storage purposes. The glazing scheme is comprised of windows, which are grouped and lined up both horizontally and vertically on all elevations. All corner units with a view onto a public street have been designed with additional windows, quoining and decorative banding.

The Heritage Conservation District Study is currently underway for the Woodbridge Historic Core Area, within which the subject lands are located. The Owner is proposing to maintain and restore the existing heritage house at 8204 Kipling Avenue (the Moddy Darker House) and incorporate the house into the overall development. Heritage Vaughan considered the proposal to incorporate the heritage house into the overall development on March 23, 2005, and approved the development concept shown on Attachment #2.



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As a condition of site plan approval, the rehabilitation and incorporation of the Heritage Structure within the site (8204 Kipling Avenue) and heritage building elevation shall be approved by the Cultural Services Division. A Letter of Credit amount will be determined prior to the execution of the development agreement/undertaking to ensure the retention of the structure to the satisfaction of Cultural Services Division and Heritage Vaughan.

The proposed material and architectural style used for this development is consistent with the heritage building materials contemplated by the draft Woodbridge Heritage Conservation District Study and utilizes an architectural style that is sympathetic to the heritage qualities of the area.

The Development Planning Department is generally satisfied with the elevations shown on Attachments #4, #5 and #6, and will continue to work with the applicant to finalize the elevation plans, including the provision of windows on the north elevations of Buildings “B” and “G”, adjacent to the private road and heritage building, respectively.

#### Landscaping

The proposed landscape plan shown on Attachment #3 illustrates landscaping material comprised of a mixture of deciduous, coniferous and ornamental trees, and shrubbery. The Development Planning Department is generally satisfied with the landscape plan, and will continue to work with the applicant to finalize the plan. The final landscape plan must be approved to the satisfaction of the Development Planning Department.

#### Vaughan Engineering Department

The Vaughan Engineering Department has no objections to the proposed site development. The final site servicing, grading and storm water management plans must be approved to the satisfaction of the Vaughan Engineering Department.

#### a) Servicing, Allocation and Utilities

The Vaughan Engineering Department has confirmed that the proposed development has water and sewer servicing allocation available for 14 residential units through the previous approval of Site Development Application File DA.03.075.

On March 31, 2008, Council adopted the City’s Servicing Capacity Distribution Protocol which allocated an additional 10 units for Site Development Application DA.07.092, subject to site plan approval.

The Engineering Department has conducted an in house sanitary sewer analysis for the properties on Kipling Avenue and Woodbridge Avenue up to and including the Clarence Street/Islington Avenue Trunk Sewer, and have indicated that the proposed development can be accommodated within the existing sanitary flows of the Kipling Avenue system.

A revised Functional Serving Report has been submitted for review and approval in support of the final Site Development Application.

The recommendation of this report includes a resolution to formally allocate sewage and water servicing capacity to the proposed development.

#### b) Environmental

The Vaughan Engineering Department requires that proof of registration of a Record of Site Condition (RSC) and Environment Site Record (ESR) from the MOE be submitted to the satisfaction of the Engineering Department, prior to the execution of the Site Plan Agreement or Letter of Undertaking.

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##### Vaughan Public Works Department

The Public Works Department has provided the following comments, which must be addressed by the applicant in finalizing the engineering plans:

- storm and sanitary control manholes are to be located at the property line as per City standard I-2;
- water servicing to Block “E” is to be supplied after the meter in chamber;
- water meter and by-pass in chamber are to be as per City standard I-5 and I-7; and,
- all service connections are to be directed through the Public Works Department.

##### Utilities

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

All garbage and recycling pick-up and the removal of snow will be privately administered.

##### Canadian Pacific Railway

Canadian Pacific Railway (CPR) has reviewed the application, which includes the ramp to the underground garage and has indicated that the ramp provides some protection to the live/work units and may be sufficient to satisfy their concerns. However, CPR will continue to work with the applicant to ensure that protection is provided and maintained. Warning clauses respecting noise and vibration generated by the railway system should be included in the Offers of Purchase and Sale or Lease and in the Condominium Declaration.

##### Parkland Dedication

The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands for the residential component, and 2% for the commercial component prior to issuance of a building permit, in accordance with Sec. 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

##### **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”.

##### **Conclusion**

The Development Planning Department has reviewed the Site Development Application (File DA.07.092) in accordance with the site-specific Official Plan Amendment, the approved Zoning By-law Amendment Application (File Z.06.078), and the comments of City Departments and the surrounding land use context. The proposed infill development is consistent with the site specific policies of the Official Plan and the Council approved development standards. The development of the site for business and professional office use and for live/work units adjacent to Kipling Avenue is an appropriate development form for the subject lands. The proposed building elevations and site plan layout are generally acceptable, subject to comments in this report. For these reasons, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

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**Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations - Blocks A, B, C
5. Elevations - Blocks D, E, F
6. Elevations - Blocks G and H

**Report prepared by:**

Eugene Fera, Planner, ext. 8064  
Mauro Peverini, Senior Planner, ext. 8407

/CM

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

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Item 73, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**73**

**OFFICIAL PLAN AMENDMENT FILE OP.06.009  
ZONING BY-LAW AMENDMENT FILE Z.06.023  
1504546 ONTARIO INC.  
REPORT #P.2006.29**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated June 16, 2008:**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.009 (1504546 Ontario Inc.) BE APPROVED to amend OPA #240 (Woodbridge Community Plan), as amended by OPA #440, on the subject lands shown on Attachment #1, specifically to:
  - i) permit an increase in the maximum net residential density in the “High Density Residential” designation from 99 units/ha to 288 units/ha, thereby increasing the number of units on the subject lands from 30 to 88 (increase of 58 units);
  - ii) increase the maximum permitted building height in the “High Density Residential” designation from 3-storeys to 4-storeys along Woodbridge Avenue and to increase the overall building height from 6 storeys to 7-storeys;
  - iii) permit fully enclosed parking to be located above grade;
  - iv) include the following policies into the implementing Official Plan Amendment:
    - a) the Toronto and Region Conservation Authority (TRCA) shall be satisfied that the proposed development and design of the building conforms to the Woodbridge Special Policy Area flood proofing requirements and that all technical studies be approved to their satisfaction as part of the site plan application process;
    - b) require that a Risk Assessment Study be submitted in support of a Site Development Application to the satisfaction of the City and TRCA;
    - c) require a Record of Site Condition to be registered and acknowledged by an Officer of the Provincial Ministry of the Environment, prior to the execution of a Site Plan Letter of Undertaking;
    - d) require an Emergency Management Plan to be submitted dealing with such matters as, but not limited to, building evacuation, timing of flood and overall SPA evacuation, prior to approval by the Ministers of Municipal Affairs and Housing and Natural Resources to demonstrate that development and site alteration will be carried out in accordance with floodproofing standards, protection works standards, so vehicular and people have a way of safety entering and existing the area during time of flooding and that the development will not create new hazards to the satisfaction of the TRCA;
    - e) require tiering of the building elevations from all yards;

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- f) require a minimum 6.8 m setback from the rear property line in order to provide a proper landscape interface between the proposed development and Nort Johnson Park;
  - g) require that sustainable building and site design features be incorporated into the development, to be reviewed through the Site Development Application process;
  - h) include a provision requiring a 3 m road widening along Woodbridge Avenue, if determined to be necessary by the City of Vaughan Engineering Department;
  - i) require that a traffic impact, access and parking study be submitted and approved, prior to the implementing by-law being enacted, in support of the Site Development Application; and,
  - j) require that the parking garage be fully enclosed the design of which will be reviewed through the site plan approval process, to the satisfaction of the City.
2. THAT Zoning By-law Amendment File Z.06.023 (1504546 Ontario Inc.) BE APPROVED, specifically to amend By-law 1-88, to rezone the subject lands shown on Attachment #1 from C1 Restricted Commercial Zone to RA2(H) Apartment Residential Zone with the Holding Symbol “(H)” to facilitate the development of the subject lands with a 7-storey, 88 unit residential condominium apartment development with the following zoning exceptions:
- i) a minimum front yard setback of 0 m, whereas the By-law requires a minimum front yard setback of 7.5 m;
  - ii) a minimum rear yard setback of 6.8 m, whereas the By-law requires a minimum rear yard setback of 7.5 m;
  - iii) a minimum interior side yard setback of 0.3 m, whereas the By-law requires a minimum interior side yard setback of 13.3 m;
  - iv) a minimum lot area per unit of 34.8 m<sup>2</sup> per unit (based on a maximum of 88 units), whereas the By-law requires a minimum lot area of 80 m<sup>2</sup> per unit ;
  - v) permit a minimum of 121 parking spaces, whereas the By-law requires a minimum of 154 parking spaces;
  - vi) a reduced amenity area of 1,180 m<sup>2</sup>, whereas the By-law requires a minimum amenity area of 3510 m<sup>2</sup>;
  - vii) an increased lot coverage of 81%, whereas the By-law permits a maximum lot coverage of 50%;
  - viii) access to the development shall be shared and off-site, whereas the by-law requires that an access be maintained on the same lot;
  - ix) a reduced setback to portions of the building below grade of 0 m, whereas the By-law requires a minimum setback of 1.8 m to portions of buildings below grade;
  - x) permit any other zoning exceptions that may be required to implement the final site plan, as may be approved by Council;
  - xi) require that the Holding Symbol “(H)” not be removed until the sewer and water capacity have been identified and allocated by Council for the development of the subject lands.

#### **Economic Impact**

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

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#### **Communications Plan**

##### **Public Hearing**

On March 24, 2006, a Notice of Public Hearing for an 8 storey building with a density of 418 units per hectare (uph) for a total of 128 residential units on the subject lands shown on Attachment #1 was mailed to all property owners within 120 m of the subject lands, and to the Woodbridge Core Ratepayers Association and the Friends of the Village Group. At the Public Hearing on April 16, 2006, Council considered the applications to amend the Official Plan and Zoning By-law for the subject lands. At the meeting, several residents spoke in opposition to the proposed development and expressed concerns with respect to the proposed intensification, particularly the proposed 8-storey building height, the building design, and driveway and parking access. The recommendation of the Committee of the Whole, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on April 25, 2006. Since the Public Hearing, the Development Planning Department has been working with the applicant to achieve a development which is more sensitive to the policies of the Official Plan and compatible with development in the Woodbridge Core Area. The Owner has amended the Official Plan and Zoning Amendment Applications to reduce the proposed building height from 8-storeys to 7-storeys and the number of residential units from 128 to 88 units, as shown on Attachment #2.

A notice of this Committee of the Whole meeting was either hand delivered or faxed to all persons having requested notice on June 11, 2008.

##### **Purpose**

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

1. An Official Plan Amendment Application (File OP.06.009) to amend OPA #240 (Woodbridge Community Plan), as amended by OPA #440 (Woodbridge Core Plan) to amend the "High Density Residential" policies as follows:
  - i) permit an increase in the maximum density from 99 units/ha to 288 units/ha, thereby increasing the number of units permitted on the subject lands from 34 to 88 units (increase of 58 units) within the "High Density Residential" designation of OPA #440; and,
  - ii) permit an increase in the maximum permitted building height identified in OPA #440 from 3 storeys to 4 storeys along Woodbridge Avenue and from 6 storeys to 7 storeys on the subject lands.
2. A Zoning By-law Amendment Application (File Z.06.023) to amend By-law 1-88 to rezone the subject lands from C1 Restricted Commercial Zone to RA2 Apartment Residential Zone, with the following exceptions:
  - i) a minimum front and rear yard setbacks of 0 m and 6.8 m, whereas the By-law requires a minimum front and rear yard setback of 7.5 m;
  - ii) a minimum interior side yard setback of 0.3 m, whereas the By-law requires a minimum interior side yard setback of 13.3 m;
  - iii) a reduced minimum lot area per unit of 34.8 m<sup>2</sup> per unit (based on a maximum of 88 units), whereas the By-law requires a minimum lot area of 80 m<sup>2</sup> per unit;
  - iv) permit a minimum of 121 parking spaces, whereas the By-law requires a minimum of 154 parking spaces;

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- v) a reduced amenity area of 1180 m<sup>2</sup>, whereas the By-law requires a minimum amenity area of 3510 m<sup>2</sup>;
- vi) an increased lot coverage of 81%, whereas the By-law permits a maximum lot coverage of 50%;
- vii) access to the development shall be shared and off-site, whereas the by-law requires that an access be maintained on the same lot;
- viii) a reduced setback to portions of the building below grade of 0 m, whereas the By-law requires a minimum setback of 1.8 m to portions of buildings below grade; and,
- ix) permit any other zoning exceptions that may be required to implement the final site plan, as may be approved by Council.

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

The subject lands shown on Attachment #1, are located on the south side of Woodbridge Avenue, west of Islington Avenue, being Part of Parcel A on Registered Plan 449, in Part of Lot 7, Concession 7, municipally known as 75 and 83 Woodbridge Avenue, City of Vaughan. The 0.3063 ha parcel of land represents the assembly of two commercial lots with a combined lot frontage of 34 m and with driveway access from Woodbridge Avenue. The property is currently developed with two buildings, both of which are vacant, boarded up and planned for demolition. The subject lands slope downward from Woodbridge Avenue towards the rear of the property and North Johnson Park.

The subject lands are designated “High Density Residential” by OPA #240 (Woodbridge Community Plan), as amended by OPA #440 (Woodbridge Core Plan) and are zoned C1 Restricted Commercial Zone by By-law 1-88. The surrounding land uses are shown on Attachment #1.

#### **Land Use Status**

##### **Provincial Policy Statement (PPS 2005)**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. The PPS includes policies that direct new growth to urban areas which contributes to the creation of strong and safe communities, healthy environments and long term economic growth.

Policy 1.1.1 states, (in part) that healthy, livable and safe communities are sustained by:

- i) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;
- ii) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;
- iii) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- iv) avoiding development and land use patterns which would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
- v) promoting cost effective development standards to minimize land consumption and servicing costs.

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The PPS promotes a full range of housing types and densities to meet projected demographic and market requirements of current and future residents, by ensuring all forms of residential intensification in parts of built-up areas have sufficient infrastructure to create a potential supply of new housing units.

The Owner proposes to amend the “High Density Residential” policies of OPA #240, as amended by OPA #440, to increase the maximum density and building height on the subject lands. The intensification of the subject lands would allow more efficient use of the subject lands, which would contribute to a more vibrant Woodbridge Core Area (WCA) by replacing two unattractive and outdated vacant buildings on an underutilized site. The policy foundation for the WCA is established by OPA #440, which establishes the WCA as a growth area, since it includes intensification policies to support the establishment of the WCA and support public transit. Accordingly, intensification is currently permitted within the SPA.

The Development Planning Department is supportive of intensification to revitalize the WCA as set out in OPA #440, and new development that is compatible with the surrounding land use context from a built form and density perspective. In this respect, OPA #440 currently provides development rights to the subject lands in the form of a maximum 6 storey building at a density of 99 units per hectare with bonusing provisions that would permit an additional 20 units per hectare on the lands.

The WCA is an historical settlement which has undergone significant intensification. It is a special area in that it retains elements of its historical past and is the recipient of higher density development in the form of medium rise condominiums. It also faces special challenges in that the WCA is situated in the Humber River flood plain and is therefore, subject to the new PPS and the Special Policy Area policies directly related to the flood plain.

Policy 3.1.1 of the PPS states that development shall generally be directed to areas outside of hazardous lands adjacent to river and streams which are impacted by flooding hazards and/or erosion hazards. Section 3.1.2 of the PPS states that development shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, and erosion hazards, unless it has demonstrated that the site has a safe access appropriate for the nature of the development and the natural hazard. Section 3.1.2 further states that development may be permitted in certain areas in those exceptional situations where a Special Policy Area (SPA) has been approved. The subject lands are located within an SPA which was approved by the Ministry of Municipal Affairs. The PPS defines an SPA as follows:

“An area within a community that has historically existed in the flood plain and where site-specific policies, approved by both the Ministers of Natural Resources and Municipal Affairs and Housing are intended to provide for continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development. The criteria and procedures for approval are established by the Province.

A Special Policy Area is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the flood plan.”

The Owner has undertaken various studies (i.e. population analysis, hydrological analysis, a fire and medical risk analysis and a planning justification report) to address the proposed intensification within the WCA. The reports conclude that intensification can be accommodated within the SPA through the use of building construction techniques and building design, a lower than planned population within the WCA, and by providing safe ingress and egress to the site that intensification can occur on the subject lands without additional risk to future residents. In this



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respect, the studies, in combination with the recommendations made in this report, the Development Planning Department is satisfied that the application is consistent with the intent of the PPS.

#### Provincial Growth Plan - Places to Grow

The Province approved the Places to Grow Plan in 2006, which sets out a framework to provide overall leadership and guidance to municipalities as they plan for growth in their communities. The Plan sets out policy on a wide range of issues including, managing growth, general intensification, infrastructure planning among other policies. The Places to Grow Plan promotes the intensification of land in the existing built-up areas, and provides a target that 40% of all new residential development is to occur within a community's existing built-up area. The Plan states that intensification makes more efficient use of land by accommodating growth within existing urban areas and that intensification is key to revitalizing city centres and making them more people-focused and livable. Concentrating intensification in these areas provides for a focus for transit and infrastructure investment to support growth and for building compact, transit-supportive communities.

The subject lands are located within the Woodbridge Community Plan (OPA #240), as amended by OPA #440 which designates the subject lands as "High Density Residential", and permits intensification on the subject lands to a maximum of 99 uph, and a maximum building height of 6-storeys. The proposed development is consistent and supportive of the Growth Plan with respect to directing growth and intensification to a designated built-up area. The WCA is an existing historical built-up area intended to provide the opportunity for intensification that would compliment and support the commercial / residential mixed-uses of the WCA and allow residents to live, shop and work within the community. The WCA is also where the capacity exists to best accommodate the expected population, household and employment growth, and promoting transit-supportive densities.

#### Regional Official Plan

The Region of York Official Plan (YROP) identifies the subject lands, as an "Urban Area". The objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the Regional Official Plan with respect to directing growth to an urban area. The proposed intensification is also consistent with the Regional Official Plan since it would facilitate the more efficient use of the existing infrastructure and promote a wider range of housing choices. However, the Region of York has reviewed the Official Plan Amendment Application and has indicated that the 2005 Provincial Policy Statement declares that development within a "Special Policy Area" requires the approval of the Ministers of Municipal Affairs and Housing and Natural Resources prior to the approval authority approving such changes. The MMAH has advised as follows:

"In matters of floodplain management, where a Conservation Authority is in place, it is the lead public agency regarding interpretation and implementation of provincial policy. As such, in dealing with planning applications within these flood-prone areas, the TRCA should be consulted directly for interpretation and application of the Provincial Policy Statement (PPS). However, where a change or modification to the site-specific policies or boundaries of an existing SPA is being contemplated, this change or modification must be approved by both the Minister of Natural Resources (MNR) and the Minister of Municipal Affairs and Housing (MMAH), prior to the approval authority approving such changes or modifications.

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In regard to the above-noted file, TRCA's comments are consistent with the Natural Hazards policies of the PPS. The province would also support and participate in, as appropriate, a comprehensive review of the SPA designation and policies within the City of Vaughan.

During the review/update of the SPA designation, the City should consult with TRCA staff and follow the procedures as outlined within The Technical Guide for Rivers and Stream Systems: Flooding Hazard Limit, (Technical Guide) provided by the MNR. Ideally, MMAH and MNR should be involved early in consultations and prior to the adoption of any changes to the SPA designations and policies using the "One-Window" review protocol."

#### Vaughan Official Plan

OPA #240 (Woodbridge Community Plan), as amended by OPA #440, designates the subject lands "High Density Residential", which permits an apartment use, which does not exceed the permitted density of 99 units / ha and commercial uses.

#### a) High Density Residential Specific Policies

OPA #440 identifies the following specific policies which apply to the subject lands:

- i) in addition to the permitted residential uses, retail and office commercial uses shall be permitted along the ground floor of the Woodbridge Avenue frontage. Limited commercial uses may also be permitted adjacent to the park. These commercial uses may include cafes, artists studios, galleries, or craft shops which would be intended to complement the park and would be restricted to the ground floor;
- ii) development within the "High Density Residential" designation shall be based on the following objectives and criteria:
  - residential units that are intended to create an attractive and lively continuous building frontage along Woodbridge Avenue with a minimal setback to be established in the zoning by-law;
  - surface parking for all residential units shall be prohibited from locating adjacent to Woodbridge Avenue and shall utilize alternate means such as below grade parking or surface parking screened from view through building layout design;
  - building heights adjacent to Woodbridge Avenue shall be restricted to a maximum of 3-storeys with an opportunity for a fourth storey to be incorporated within a sloped roof area. The heights of buildings will have regard for the underlying principle that there will be a gradual tiering of heights to reduce the impact of building mass. Buildings may be tiered to a maximum height of 6-storeys. Buildings located adjacent to Nort Johnson Park shall incorporate tiering on the facade facing the park edge with heights decreasing towards the park;
  - development will not be permitted to back onto the park system, but instead will generally be required to face the park edge. Parking for the residential uses will not be located between the park and the buildings. The use of a private or public lane separating the residential development from the park area will be encouraged. Specific urban design standards shall be considered to ensure proper interface of the development with the park;

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- a public pedestrian promenade shall be provided separating the residential development from Nort Johnson Park, located on either public or privately owned lands. The dedication of lands to the Municipality may be required to ensure the development of this publically accessible pedestrian promenade;
- development shall be undertaken on a comprehensive basis and shall provide for an overall co-ordinated design; and,
- Council may require the approval of a tertiary plan for the area, co-ordinating access, driveways, pedestrian linkages, and overall design among the various landowners, prior to development proceeding.

A general goal of OPA #240, as amended, is to create a distinct residential community of scale and character that relates well to the existing village quality of Woodbridge, and possess a strong sense of community identity. The Official Plan also states the following, with respect to densities:

“All medium and high density residential development shall be subject to site plan control which will ensure, among other things that adequate on-site parking, amenity area, setback, landscaping, parking and internal road widths are provided.”

If the Official Plan and Zoning By-law Amendment applications are approved, the proposed residential development will be subject to site plan approval.

The Owner proposes to amend the current “High Density Residential” policies of OPA #240, as amended by OPA #440, as follows:

- i) increase the maximum permitted residential density from 99 units per hectare to 288 units per hectare;
  - ii) increase the maximum permitted height from 3-storeys to 4-storeys along Woodbridge Avenue and the overall building height from 6-storeys to 7-storeys; and,
  - iii) locate parking in an above grade structure that is not below grade and screened from view.
- b) Special Policy Area (SPA)

The subject lands are located within a Special Policy Area (SPA) and are therefore, subject to the SPA criteria outlined in Section 6.0 of OPA #440, (in part) as follows:

Within the limits of an SPA, new development, redevelopment, rehabilitation or addition to existing buildings and structures shall only be permitted subject to the following policies:

- i) the proposed development is flood protected to the Regulatory Flood, as defined by regulations made under Section 28 of the Conservation Authorities Act, and to the satisfaction of the City in co-operation with the Toronto and Region Conservation Authority;
- ii) the specific level of flood protection to be imposed, and any flood protection measures to be implemented relative to individual development applications, shall be determined by the Toronto and Region Conservation Authority (TRCA) in consultation with the City. The level of protection to be required shall be the highest level determined to be technically feasible or practical;

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- iii) all applications for development approval on lands designated Special Policy Area shall be accompanied by engineering studies, prepared by a qualified professional, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage reduction details, stormwater management techniques and other information and studies as may be required by the TRCA and the City;
- iv) prior to development proceeding, the TRCA and the City of Vaughan shall approve any proposed flood damage reduction measures including such matters as setbacks from the floodway, the use of fill, columns or design modifications to elevate, the use of water tight doors, waterproof seals at structural joints, berms/floodwalls, strengthened foundation walls, the installation of backwater valves and sump pumps; and,
- v) ingress and egress for all buildings should be safe, pursuant to the Provincial flood proofing standards, and/or achieve the maximum level of flood protection determined by the Toronto and Region Conservation Authority in consultation with the City to be feasible.

Notwithstanding the above, no new development, including additions, shall be permitted on any parcel of land which is designated as an SPA if:

- i) the building or structure will be subject to a risk of flooding in excess of 25% over an assumed life of 100 years (approximately 1:350 flood - a probability of occurrence once every 350 years);
- ii) the development will be subject to flows which due to their velocity and/or depth would be a hazard to life or susceptible to major structural damage as a result of flood less than or equal to the Regulatory Storm; and,
- iii) the necessary flood damage reduction measures would increase the risks associated with flooding and erosion on adjacent, up stream or downstream properties.

The Owner has submitted the following supporting material to address these policies of the SPA:

Hydrological Analysis: A Hydrological Analysis prepared by Water's Edge Environmental Solutions was submitted which examines the hydrological characteristics of the floodway on the subject lands using benchmarks set out by the province to measure the "threat to life" posed by water depth and velocity, which was a concern expressed by the TRCA. The report concludes that water depth, velocity and velocity and depth as related to the subject proposal meet the provincial requirements.

A letter from Halrow Yolles, an engineering firm, confirms that the proposed structure will be designed for both the 350 year storm and regional flood levels specified. The scope of their structural design services includes design for pressure on exterior walls during a flood and potential ice build-up. Further, the letter states that the foundation system and slab-on-grade will be designed for the effects of a regional flood.

A Fire and Medical Risk Analysis: A fire and medical risk analysis was prepared by Trow Engineering to analyze the fire and medical risk associated with the proposal. The report includes information obtained from a number of emergency and utility agencies regarding their ability to serve the proposed development during a regional storm event. The report concludes that a regional flood of 48 hours duration will not represent a significant risk to the health and safety of the occupants of the building and recommends that the building be constructed on caissons with all occupied areas raised above the floodplain and the underground parking should have no openings that would allow flood entry.

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This report has been reviewed by the City's Emergency Planning Manager and was found to be acceptable as the report addresses actions the building owner and occupants will take should a flood emergency occur within the WCA.

The City would operate or respond to an emergency situation in general and that indicates that the City could manage and respond in the event of a regional flood in the WCA. However, like all emergencies, a flood could lead to other related emergency situations such as water contamination. The City is undertaking a City Wide Official Plan Amendment Review, which could provide opportunity for a more comprehensive approach to emergency planning for all variables of emergencies including lands that are located within an SPA. However, the City wide review is not expected to be completed in the near future and therefore, an All Hazards Emergency Plan, should be submitted by the Owner in support of this development for approval by the City of Vaughan and the TRCA.

A Woodbridge Core Population Analysis: A population analysis as requested by the Development Planning Department has been submitted with respect to the WCA and lands within the WCA that are designated as an SPA, which was prepared by Weston Consulting Group Inc (WCGI). The purpose of the analysis was to demonstrate that the population within the WCA is within the planned population for the WCA and for lands designated as an SPA as set out in approved OPA #240, as amended by OPA #440. The premise for this analysis is that the actual number of people per unit has decreased in recent years, compared to when OPA #240, as amended by OPA #440 were approved, and therefore the actual number of people within the WCA and the SPA is less than the planned and approved population, and consequently that the proposed development would not increase the planned and approved population in the WCA and within the SPA.

The analysis utilizes persons per unit (PPU) numbers based on census information for each housing type and then combines these numbers with the number of units planned for the geographic area to determine a population estimate. A survey of existing and future planned development was undertaken by the consultant to determine the planned population for the WCA, including the SPA. The Development Planning Department is satisfied with the population study. It utilized a person per unit rate of 2.42 for all high density residential, medium density residential and mixed office uses, which is higher than the Regional ppu figure of 1.88. The analysis concludes that the planned and actual population figures within the WCA and the SPA are as follows:

	<u>OPA #440 Planned Population</u>	<u>2006 Census</u>	<u>% of OPA #440</u>
Woodbridge Core Area	4,700 people	3,133 people	66.7%
Woodbridge Special Policy Area	2,646 people	2,273 people	85.9%

Based in the finding of the population study, it appears that the actual and planned population of the WCA and more specifically, within the SPA are below the levels planned and approved by OPA #240, as amended by OPA #440.

#### Zoning

The subject lands are zoned C1 Restricted Commercial Zone by By-law 1-88, which does not permit the proposed development. The Owner has submitted a Zoning By-law Amendment Application (File Z.06.023) to rezone the subject lands from C1 Restricted Commercial Zone to RA2 Apartment Residential Zone to facilitate the proposed development. Based on the latest site

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plan submitted in support of the application, the following zoning exceptions to the RA2 Apartment Residential Zone standards are required:

- i) a minimum front and rear yard setback of 0 m and 6.8 m respectively, whereas the By-law requires a minimum front and rear yard setback of 7.5 m;
- ii) a minimum interior side yard setback of 0.3 m, whereas the By-law requires a minimum interior side yard setback of 13.3 m;
- iii) a reduced minimum lot area per unit of 34.8 m<sup>2</sup> per unit (based on a maximum 88 units), whereas the By-law requires a minimum lot area of 80 m<sup>2</sup> per unit;
- iv) permit a minimum of 121 parking spaces, whereas the By-law requires a minimum of 154 parking spaces;
- v) a reduced amenity area of 1180 m<sup>2</sup>, whereas the By-law requires a minimum amenity area of 3510 m<sup>2</sup>;
- vi) an increased lot coverage of 81%, whereas the By-law permits a maximum lot coverage of 50%;
- vii) access to the development shall be shared and off-site, whereas the by-law requires that it be maintained on the same lot;
- viii) a minimum setback to portions of the building below grade of 0 m, whereas the By-law requires a minimum setback of 1.8 m to portions of buildings below grade; and,
- ix) permit any other zoning exceptions that may be required to implement the final site plan. as may be approved by Council.

A Site Development Application has not been submitted by the Owner and servicing capacity is currently not available for the proposed development. The required zoning exceptions are considered appropriate for the development of the subject lands. By-law 1-88 does not include a specific zone category to implement infill development in a WCA context. Accordingly, many of the zoning exceptions required to implement the proposed development are "technical" in nature since the zoning by-law does not anticipate the form of development proposed. The zoning exceptions required would facilitate a development that has a building form that is consistent and compatible with the surrounding land use context and therefore, the Development Planning Department can support the required exceptions.

#### Planning Considerations

##### Land Use Compatibility

The subject lands are located within the WCA with direct frontage on Woodbridge Avenue, being the primary road in the WCA. The WCA has been undergoing intensification in the form of mixed-use commercial/high density residential development, particularly along Woodbridge Avenue. The south side of Woodbridge Avenue, between Islington Avenue and Wallace Street is characterized by newer high-density, mixed-use developments ranging in constructed building heights of 4 to 7 storeys, as well as older commercial buildings with apartment units above. The north side of Woodbridge Avenue includes 2-storey residential homes, older commercial buildings with residential units above, and the Market Lane shopping complex, comprised of a 6-storey mixed use development and commercial uses. From a land use perspective, the Development Planning Department is satisfied that the proposed use of the land for a residential building is compatible with the surrounding land use context. However, the Development Planning Department encourages the Owner to provide commercial uses on the ground floor of the building, which are permitted by OPA #440, that would continue the store front commercial presence on Woodbridge Avenue.

OPA #440 establishes development rights on the subject lands which permits a 6-storey tiered building at a density of 99 units per hectare and the opportunity to achieve an additional 20 units per/ha through density bonusing policies, which would yield approximately 37 units on the subject lands. This intensity of development can be undertaken on the lands without an amendment to .../12

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the Official Plan and requires a Zoning By-law Amendment and Site Plan approval. An application has been filed to increase the maximum permitted density and building height to 288 units/ha and 7-storeys respectively, which triggers the requirement for an official plan amendment.

As noted above, the City and the Development Planning Department supports intensification to revitalize the WCA. From a land use perspective, the proposed use and form of the development are considered appropriate for the subject lands in the context of the surrounding development, subject to the comments and recommendation in this report

With respect to the other amendments required to the Official Plan in order to implement the proposed development, the Development Planning Department can support the proposed increase in building height along Woodbridge Avenue from 3 to 4 storeys and overall on the subject lands from 6 to 7 storeys. In addition, the proposed parking above grade level is considered acceptable, provided that the parking area is fully enclosed, which will be reviewed through the site plan approval process. A condition of approval is included in this respect.

The SPA policies of the PPS are intended to reduce the potential for public cost or risk to Ontario's residents from natural or human-made hazards. A balanced and reasonable approach to development should be taken in an existing SPA where development has already commenced and policies are approved and in place to encourage intensification. The Development Planning Department is satisfied that the studies undertaken by the applicant demonstrates that intensification can be accommodated on the subject lands having regard for the intent of the PPS.

#### **Preliminary Site Plan and Building Elevations**

The Owner has submitted a preliminary site plan and building elevations as shown on Attachments #2, #3 and #4. The plan proposes one apartment building with 4-storeys along Woodbridge Avenue, tiering back on all sides. The building footprint occupies most of the lot with the exception of the rear 6.8 m, where a landscaped amenity area/feature is proposed. The site is relatively flat along Woodbridge Avenue, but slopes sharply downward toward the rear lot line and Nort Johnson Park. As a result, the south elevation and rear portions of the building would have an exposed basement garage area, typical of existing developments backing onto the park.

A driveway access from Woodbridge Avenue is proposed to serve the proposed development, to be shared with the adjacent condominium to the east (Piazza), as required by the Site Development Agreement for the Piazza development and OPA #440. The driveway is owned by the City of Vaughan with easements in favour of the Piazza development for access purposes. The same provisions would apply for this development. The necessary maintenance and construction costs shall be shared between the properties benefiting from the driveway, which will be secured at the site plan approval stage. There is also an existing walkway maintained and owned by the City, leading from Woodbridge Avenue to Nort Johnson Park.

A 3.0 m road widening is required to be dedicated to the City of Vaughan for future widening of Woodbridge Avenue as a 26 m arterial road. To date, it appears that the proposed site plan does not provide for the road widening and therefore, the above and below ground building footprint must be reduced to facilitate the future road widening. The extent to which a widening may be necessary needs to be assessed by the Engineering Department, which will be determined at the site plan process.

The main landscaped amenity area for the subject lands is provided along the Woodbridge Avenue frontage, the rear of the property and within the terraced roof lines of the building. The parking level is screened from view from Woodbridge Avenue by the proposed building, but is visible from the east, west and south. It is recommended that the parking levels be fully enclosed. This issue will be reviewed at the site plan approval stage.

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The Development Planning Department has expressed the following additional design related concerns to the Owner:

- a safe pedestrian access should be maintained from Woodbridge Avenue to the rear lot line;
- a LEED certified building is recommended; and,
- the Woodbridge Heritage Conservation District Study is underway and the building design, site plan and materials should have regard for the heritage character of the area and requirements of the study.

A vegetation assessment and tree preservation plan, context plan, streetscape elevations and a copy of the first floor plan will be required in support of the Site Development Application.

#### Sustainability

The City is encouraging that all new development incorporate sustainable building and site design features, which will be considered as part of the site development approval process. A minimum setback requirement and sustainability policy will be included in the implementing Official Plan Amendment to require sustainable development features and proper interface with the park lands to the south, are provided as recommended in this report. The Owner has advised that the development will be designed to achieve LEED objectives which will be reviewed at the Site Development stage.

#### Parking

The preliminary site plan shown on Attachment #2 proposes 121 parking spaces with 57 spaces in an underground level, 30 spaces at a ground level parking floor and 34 spaces at a mezzanine level located between the ground level and the first floor of the residential units. By-law 1-88 requires that the minimum parking requirement for the site be calculated as follows:

Condominium:	88 units x 1.5 spaces/unit	= 132 spaces
Visitors:	<u>88 units x 0.25 spaces/unit</u>	<u>= 22 spaces</u>
	Total Parking Required	= 154 spaces
	Total Parking Provided	= 121 spaces

The proposed development is deficient by 32 parking spaces. The Owner has submitted an Access/Parking and Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd. dated June 2008, in support of the proposed parking supply for the development. The Study utilizes a parking ratio of 1.37 spaces for each residential unit, including visitor parking, and concludes that 121 parking spaces are sufficient to support the proposed development. The Engineering Department has reviewed the Study, and concurs with the proposed parking supply. Accordingly, the Development Planning Department can support the parking supply proposed for the development.

#### Engineering Department

The Vaughan Engineering Department has reviewed the applications and provides the following comments:

##### i) Servicing

In accordance with the Servicing Capacity Allocation Strategy Report adopted by Council on March 31, 2008, servicing allocation capacity for the subject development applications has not been reserved nor assigned potential future capacity at this time. Therefore, servicing allocation capacity is currently not available to support the proposed development concept.



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##### ii) Engineering Department

The Engineering Department has advised that:

- as required by OPA #600, a 26 m right-of-way is required for Woodbridge Avenue, therefore a 3.0 m road widening shall be provided to the satisfaction of the Engineering Department.

##### Environmental

The City Engineering Department has reviewed the Phase 1 Environmental Site Assessment for 75 and 83 Woodbridge Avenue, prepared by Trow Associates Inc. dated July 14, 2006 and has found it to be acceptable to the City.

As a condition of Site Plan Approval, the Owner is required to remediate the petroleum impacted soil and the associated samplings and chemical analysis for the site and provide a Record of Site Condition to the satisfaction of the Engineering Department.

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

The Toronto and Region Conservation Authority (TRCA) which is the lead agency regarding flood plain management has reviewed the proposed development, the specific technical reports and the Planning Justification report. The TRCA has provided the following comments:

"On a preliminary level we have reviewed various material and met with proponent on a number of occasions. Based on this preliminary review it appears the development may be viable.

Regarding the matter of the difference in flood depths between the consultant's report and TRCA staff, this has not been finalized. Notwithstanding the apparent difference, this may have an impact in terms of what will be required from a floodproofing perspective, as well as access.

As noted in the May 27, 2008 letter, regarding the technical requirements, on a preliminary level we believe they most likely can be satisfactorily addressed given adjacent properties have been developed with similar uses. Again as noted in previous correspondence, we will require the submission of detailed information from the proponent in order to determine the mechanisms of how the development can be floodproofed.

With respect to the access issue, as noted in previous correspondence, it appears only a diesel fire truck would be able to access this site in a Regional storm event.

Regarding the Emergency Management Plan, we still have a concern that no work has been prepared addressing matters such as "building evacuation", "timing of flood" and an overall SPA evacuation. It is our understanding that the City will be preparing such an Emergency Management Plan report in the future."

##### Parkland Dedication

The Owner shall pay to Vaughan by way of certified cheque cash-in-lieu of parkland dedication equivalent to a fixed unit rate prior to the issuance of a building permit in accordance with the Planning Act and City's Cash-in-lieu Policy.

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#### **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 has reviewed the proposed Official Plan and Zoning By-law Amendment Applications and has indicated that the 2005 Provincial Policy Statement states that development within a “Special Policy Area” requires the approval of the Ministers of Municipal Affairs and Housing and Natural Resources prior to the approval authority approving such changes. The application has been circulated to the Ministry of Municipal Affairs and Housing for their review, and therefore, the Region of York cannot grant exemption from Regional approval.

#### **Conclusion**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.06.009 and Z.06.023 (1504546 Ontario Inc.) in the context of the applicable Provincial, Regional and City policies, the requirements of By-law 1-88, and the surrounding land uses.

The Provincial Policy Statement (PPS) and Places to Grow Plan encourages intensification in existing built up areas. In this respect, the proposed development conforms to the PPS since the applications propose intensification in the form of increased density and building height on the subject lands in the Woodbridge Core Area (WCA), which is identified as an area for intensification through the policies of OPA #240, as amended by OPA #440.

The PPS also establishes policies for intensification within a Special Policy Area (SPA) which are intended to reduce the potential for public cost or risk to Ontario's residents from natural or human-made hazards. However, a balanced approach to development should be taken in an existing SPA where development already exists and policies are in place and approved to encourage intensification. The Owner has demonstrated through the studies submitted in support of the application, that the subject lands can be intensified without risk to the public. In this respect it is also important to note that the subject lands have as-of-right approved Official Plan policies that permits intensification on the site for residential purposes, however at a lower density. The Development Planning Department is satisfied that the application meets the intent of the PPS, subject to the comments and recommendations in this report.

The Region of York Official Plan (YROP) identifies the subject lands, as an “Urban Area”. The objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the Regional Official Plan with respect to directing growth to an urban area. The proposed intensification is also consistent with the Regional Official Plan since it would facilitate the more efficient use of the existing infrastructure and promote a wider range of housing choices.

OPA #240 (Woodbridge Community Plan), as amended by #440 establishes development rights on the subject lands, which permits a 6- storey tiered building at a density of 99 units per hectare. This intensity of development can be undertaken on the lands without an amendment to the Official Plan and requires a Zoning By-law Amendment and Site Plan Approval. An application has been filed to increase the maximum permitted density and building height to 288 units / ha and 7-storeys respectively, which triggers the requirement for an official plan amendment. The proposed amendments to the official plan for density and building height are considered appropriate given the surrounding land use context and would facilitate a development that is compatible with the adjacent properties and the WCA. However, the Development Planning

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Department encourages the Owner to provide commercial uses on the ground floor of the building, which are permitted by OPA #440, that would continue the store front commercial presence on Woodbridge Avenue.

Recognition of the historical role that the Woodbridge Core occupies as a local centre of commerce, with higher residential densities must be acknowledged in order to achieve sensible development that is of a scale and height which is compatible with the existing built fabric to avoid degradation of the core as evidenced by the existing buildings on the subject lands in order to keep the Woodbridge Core as a healthy vibrant mixed use district.

Accordingly, the Development Planning Department can support the approval of Official Plan and Zoning By-law Amendment Files OP.06.009 and Z.06.023, subject to the comments and recommendations in this report.

**Attachments**

1. Location Map
2. Proposed Site Plan
3. Proposed North and West Elevations
4. Proposed North and East Elevations

**Report prepared by:**

Mauro Peverini, Senior Planner, ext. 8407  
Eugene Fera, Planner, ext. 8064

/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 JUNE 23, 2008**

Item 74, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**74                      VELLORE WOODS BOULEVARD AND COMDEL BOULEVARD  
                                 TRAFFIC REVIEW**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated June 16, 2008:**

**Recommendation**

Councillor Bernie DiVona recommends:

1. That Engineering Services Staff be requested to investigate the feasibility of traffic calming measures at Vellore Woods Boulevard and Comdel Boulevard; and
2. That the cost would be determined at a later date pending on the type of possible measure proposed.

**Economic Impact**

N/A

**Communications Plan**

Engineering Services staff and the Ward Councillor will provide possible solutions for this intersection to the residents.

**Purpose**

The public meeting allowed the residents to voice their concerns to the City staff regarding safety in their community.

**Background - Analysis and Options**

At the December 4, 2007, public meeting to finalize the Vellore Woods Traffic calming Committee residents wanted Staff to investigate the feasibility to install possible traffic calming measures at Vellore Woods Blvd. and Comdel Blvd. (notes attached). The review conducted did not finalize the review as raised by the residents.

Residents are concerned that no one is adhering to the stop sign and this poses a safety hazard for the children from St. Emily Catholic School crossing the street.

**Relationship to Vaughan Vision 2007**

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

**Regional Implications**

N/A

**Conclusion**

Residents believe that a review of traffic related problems is needed over and above enhanced enforcement.

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**Attachments**

1. Location Map
2. Vellore Woods – Traffic Calming Committee Meeting Minutes

**Report prepared by:**

Councillor Bernie DiVona, ext. 8339

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 75, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**75**

#### **VEHICULAR SPEED REDUCTION MEASURES JACOB KEFFER PARKWAY AT TUDOR PARK**

The Committee of the Whole recommends approval of the recommendation contained in the following report of Mayor Jackson, dated June 16, 2008:

##### **Recommendation**

Mayor Linda D. Jackson recommends:

1. THAT the speed limit on Jacob Keffer Parkway be reduced from 50 kilometers per hour to 40 kilometers per hour between Basaltic Road and Corrine Court;
2. THAT a three-way stop control be installed at the intersection of Jacob Keffer Parkway and Corrine Court;
3. THAT "Children Playing" (or similar) signage be installed, in both directions, on either side of Tudor Park;
4. THAT an enacting bylaw be available at the Council meeting of June 23, 2008; and
5. THAT all work associated with locates and sign installation be performed as soon as possible.

##### **Economic Impact**

There will be a nominal cost for the installation of speed limit, warning and stop control signage.

##### **Communications Plan**

None required.

##### **Purpose**

To address the concerns, regarding speeding vehicles on Jacob Keffer Parkway, of Vaughan residents who frequent Tudor Park with their children for recreational purposes.

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

The City of Vaughan Baseball and Softball Association has expressed concerns, on behalf of their registered members who frequent Tudor park for recreational purposes, regarding the volume and speed of vehicular traffic on Jacob Keffer Parkway. Their concerns are for the safety of the children who attend Tudor Park for the purposes of baseball and softball games.

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

Enhance and ensure community safety, health and wellness. This report is consistent with the priorities previously set by Council.

##### **Regional Implications**

There are no Regional implications.

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 75, CW Report No. 36 – Page 2

**Conclusion**

In response to the concerns expressed by Vaughan residents and the City of Vaughan Baseball and Softball Association, it is appropriate to ensure the safety of children who frequent Tudor Park for recreational purposes, through vehicular speed reduction measures on Jacob Keffer Parkway.

**Attachments**

1. Letter from Frank Crudo, President, City of Vaughan Baseball and Softball Association
2. Petition from City of Vaughan residents

**Report prepared by:**

Mirella Compagno

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

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 76, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

#### **76      ROWNTREE DAIRY ROAD & WESTON ROAD PROPOSED ADVANCE GREEN**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of Councillor Di Vona, dated June 16, 2008:**

##### **Recommendation**

Councillor Bernie DiVona recommends:

1. The City of Vaughan receives the request from "The Remo Ferri Group of Automobiles" dated June 12, 2008;
2. That the City of Vaughan Engineering Department conduct the necessary review, in consultation with the Regional Municipality of York to review the possibility of an "advance green signal" at the intersection of Rowntree Dairy Road and Weston Road entering Auto Park Circle;
3. That the City of Vaughan review the request from local businesses to look at opportunities to improve and enhance the maintenance, cleanliness, appearance of the entranceway from Weston Road to Rowntree Dairy Road; and
4. The City of Vaughan staff bring back a report by the end of September, 2008 to a future Committee of the Whole dealing these matters as contained within the correspondence.

##### **Economic Impact**

N/A

##### **Communications Plan**

The Local Councillor will contact the businesses within the area of the traffic calming measures to advise them the direction from City Council.

##### **Purpose**

Residents are requesting an advance green signal at the intersection of Rowntree Dairy Road and Weston Road due to safety reasons.

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

The local businesses feel that the intersection has increased commercial traffic with heavy usage by transport trailers. These trailers create a very uncomfortable feeling for customers that are trying to enter the Auto Mall and pose a very dangerous situation for many customers. Having the advance green provides safety and adds convenience to the visitors to the Auto Mall which on any given Saturday can be very busy.

In addition, there is a request that the City look into the maintenance of the entrance from Weston Road to Rowntree Dairy Road. The business owners of the Auto Park Circle Auto Mall feel that it's not up to City standards as per attached photos.



**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 76, CW Report No. 36 – Page 2

**Vaughan Vision 2020**

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

**Regional Implications**

That this report will be forwarded to York Region Transportation Dept. for their review.

**Conclusion**

The businesses of the Auto Park Circle Auto Mall feel that the complaints received from their customers must be addressed immediately.

**Attachments**

1. Location Map
2. Letter from Mr. Remo Ferri
3. Pictures of the area

**Report prepared by:**

Councillor DiVona, ext 8339

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 77, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**77**

**DEPUTATION – MS. DEBRA DERLICK  
WITH RESPECT TO A LIBRARY IN THE BLOCK 10 COMMUNITY**

**The Committee of the Whole recommends:**

- 1) That the deputation of Ms. Debra Derlick, 28 Mosswood Road, Thornhill, L4J 9C6, written submission of Ms. Debra Derlick and Ms. Liliana Lukie, c/o Stephen Lewis Secondary School, 555 Autumn Hill, Thornhill, L4J 8X2, dated May 26, 2008, and petition submitted, be received; and**
- 2) That this matter be referred to the Vaughan Public Library Board.**

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 78, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**78**

**NEW BUSINESS – STAFF ATTENDANCE REQUESTED  
AT A PUBLIC MEETING**

The Committee of the Whole recommends that appropriate staff be directed to attend the annual general meeting of York Region Condominium Corporation #1069, to take place on Thursday, June 26, 2008 at 7:00 p.m. at 8201 Islington Avenue, to explain the details of their site plan agreement with the City of Vaughan regarding abutting TRCA lands.

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 79, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**79**

**NEW BUSINESS –IMPACT DAY EVENT  
AT THE CITY OF VAUGHAN SEPTEMBER 5, 2008**

The Committee of the Whole recommends that the request for participation in the Deloitte and Touche Impact Day event scheduled for September 5, 2008, and written submission of Regional Councillor Ferri, dated June 16, 2008, be received and referred to the Environment Committee for appropriate action.

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

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2008**

Item 80, Report No. 36, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2008.

**80**

**CEREMONIAL PRESENTATION – CERTIFICATE OF RECOGNITION  
FOR PARTICIPATION IN THE SUPER CITIES WALK FOR MS**

Ms. Melanie Diong, MS Society and Ms. Nella Contardi, recipient of the Women Against MS Award, presented a certificate of recognition to Mayor Linda D. Jackson and Councillor Bernie Di Vona, for their involvement and participation in the 2008 Super Cities Walk for MS.