

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 23, 2009

Item 1, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

1 PARTICIPATION IN THE SECOND PAN CANADIAN MEETING OF THE COALITION OF MUNICIPALITIES AGAINST RACISM AND DISCRIMINATION (CMARD)

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Community Equity and Diversity Committee, dated March 3, 2009:

Recommendation

The Community Equity and Diversity Committee recommends that the attendance of Councillor Shefman at the Second Pan Canadian Meeting of the Coalition of Municipalities Against Racism and Discrimination (CMARD) Meeting scheduled for March 18, 2009 and March 19, 2009, in Calgary, Alberta, be approved.

Economic Impact

There is no economic Impact.

Communications Plan

N/A

Purpose

The purpose of this report is to request that Council approve Councillor Shefman's attendance at the Second Pan Canadian Meeting of the Coalition of Municipalities Against Racism and Discrimination, to be held on March 18 and 19, 2009, in Calgary, Alberta.

Background - Analysis and Options

The Community Equity and Diversity Committee, at its meeting of February 4, 2009, approved the following:

- 1) That Councillor Shefman attend the Second Pan Canadian Meeting of the Coalition of Municipalities Against Racism and Discrimination, to be held on March 18 and 19, 2009, in Calgary, Alberta; and
- 2) That Council approval be requested.

The Community Equity and Diversity Committee sees merit in participating in the Second Pan Canadian Meeting of the Coalition of Municipalities Against Racism and Discrimination.

This meeting is an opportunity for Canadian Municipalities to share their challenges and experiences concerning the development and implementation of their local action plans against racism and discrimination. It is also an opportunity to finalize the proposed strategic plan for CMARD which will include several scenarios for coordination, financial support and communication among members.

The attendance of the event will be from municipalities from across Canada who are members of the Coalition. Councillor Shefman will be representing the City of Vaughan. The meeting is taking place in Calgary, Alberta, beginning the evening of March 18, 2009 and all day on March 19, 2009. Costs will be approximately \$1000.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

The Community Equity and Diversity Committee requests that Councillor Shefman's attendance at the Second Pan Canadian Meeting of the Coalition of Municipalities Against Racism and Discrimination (CMARD) Meeting scheduled for March 18, 2009 and March 19, 2009, in Calgary, Alberta, representing the City of Vaughan, be approved.

Attachments

N/A

Report prepared by:

Gloria Hardyckuk, Assistant City Clerk

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Item 2, Report No. 12, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on March 23, 2009, as follows:

By approving that Attachment 1 be replaced with the revised attachment contained in the memorandum of the Deputy City Manager/Commissioner of Finance & Corporate Services, dated March 23, 2009; and

By approving that the media be provided, by the Deputy City Manager/Commissioner of Finance and Corporate Services, with a comprehensive explanation of the process by which expense information, as found in this report, is collected, totaled and posted.

**2 STATEMENT OF REMUNERATION AND EXPENSES FOR MEMBERS OF COUNCIL
AND COUNCIL APPOINTMENTS TO BOARDS AND OTHER BODIES FOR THE YEAR 2008**

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 Budgeting and Financial Planning, dated March 3, 2009:

Recommendation

The Deputy City Manager/Commissioner of Finance & Corporate Services and the Director of Budgeting and Financial Planning recommend:

That the following report regarding the 2008 Statement of Remuneration and Expenses for Members of Council and Council appointments to Boards and other Bodies be received.

Economic Impact

Not Applicable

Communications Plan

This item is made available to the public through the agenda process.

Purpose

To report the Statement of Remuneration and Expenses for Members of Council and Council appointments to Boards and other Bodies for the year 2008.

Background - Analysis and Options

The Municipal Act, 2001, Section 284(1) requires that the Treasurer of every municipality submit a Statement of Remuneration and Expenses for the preceding year paid to the Members of Council and Council appointments to Boards and other Bodies. The Municipal Act, 2001, Section 283(1) provides authority for the Remuneration and Expenses to Council, Boards and other Bodies. The Remuneration and Expenses of Council are authorized by By-Law Numbers 316-2007, the Council expenditure policy, and the annual budget process. By-Law Number 38-2007 authorizes the remuneration of members for the Committee of Adjustment, By-Law Number 39-2007 for Court of Revision, By-Law Number 40-2007 for Heritage Vaughan, By-Law Number 41-2007 for Property Standards Committee, Confirming By-Law Number 107-2007 for Hydro Vaughan Holdings Inc. and Hydro Vaughan Energy Corp. and Confirming By-Law Number 291-2005 for Vaughan Holdings Inc. The Statement of Remuneration and Expenses paid during the year 2008 is attached.

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Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Regional remuneration and expenses for the Mayor and Regional Councilors are reported separately by the Region of York and therefore not included in the Statement of Remuneration provided by the City.

Conclusion

The Statement of Remuneration and Expenses for Members of Council and Council appointments to Boards and other Bodies for the year 2008 is being presented, as per requirements of the Municipal Act, 2001, Section 284 (1).

Attachments

Attachment 1 - Statement of remuneration and expenses for Members of Council and Council appointments to boards and other bodies for the year 2008.

Report prepared by:

John Henry, CMA, ext. 8348
Director of Budgeting & Financial Planning

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

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opportunities to showcase their civic pride and initiative. Combined, these efforts have resulted in the Department achieving recognition as a 'youth friendly community' through 'PlayWorks – The Ontario Partnership for Active Youth'.

Anticipating an increase in the youth demographic over the next five to ten years, the Recreation and Culture Department undertook a review of its programs and services to determine how best to meet the diverse needs of today's youth and plan for tomorrow. The review included an analysis of current programmes and services for youth; consideration of the recommendations of two (2) Youth City Councillors' 'State of the Youth' reports and the Active Together Master Plan for Parks, Recreation, Culture and Libraries on current trends in youth participation; and a youth needs assessment (survey) to evaluate the current level of services and to identify gaps and future needs.

Through the survey, students were asked to provide input on various issues such as the following:

- Access to public transportation
- Community centre youth memberships
- Knowledge of and participation in community centre based programs
- Where they like to spend their leisure time
- Identification of concerns for today's youth
- Use of other municipal services such as the public library

The surveys were conducted at all City of Vaughan high schools resulting in more than 1,200 being received. The findings and recommendations of the programme and document review and the survey formed the basis of the *Youth Strategy 2009 & Beyond (the Strategy)*. The Strategy outlines five (5) goals, including objectives and measurables to be implemented within defined timeframes. The five goals are:

1. to increase participation of youth in physical activities;
2. to expand the scope of the program selection for youth;
3. to provide programs and services to youth in geographically under served areas;
4. to increase the number of active youth memberships; and,
5. to increase the awareness of youth programs and opportunities.

The success of achieving the recommendations is closely connected to the development of goals and objectives at both the community centre level as well as working with the Vaughan Youth Cabinet (VyC). The strategy will be presented to all Recreation Services Supervisors, Active Living Coordinators, and the VyC. Each team will be responsible for integrating components of the recommendations within their goals and objectives for 2009. Moving forward, departmental staff will continue to receive youth friendly training. The Strategy should be reviewed, assessed and revised on an annual basis to ensure it remains reflective of current trends and responds to the changing needs of the community. The Community Development Coordinator and the Recreation Services Supervisors will be responsible for monitoring, modifying, and assessing the implementation of the goals. Upon completion of the goals, further consideration will be required to establish a strategy for youth for 2011 and beyond to ensure continued progress toward achieving service excellence.

Relationship to Vaughan Vision 2020/Strategic Plan

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

- STRATEGIC GOAL:
Service Excellence – Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness

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This report is consistent with the priorities previously set by Council and the necessary resources for 2008 will be with the Operating Budget, and for 2009, 2010 and 2011 will be part of the budget process.

Regional Implications

There are no regional implications.

Conclusion

Knowing and understanding the needs, preferences and trends of Vaughan's youth is an important stepping stone in the City of Vaughan's Recreation and Culture Department achieving the Corporate mission of *Citizen's First Through Service Excellence*. Through a service review that included research, a youth needs assessment, consideration of recommendations from the Youth City Councillors, together with the Active Together Master Plan for Parks, Recreation, Culture and Libraries, five key goals have been identified providing guidance and direction to the provision of meaningful and inclusive activities for youth.

Attachments

1. Youth in Action – Youth Strategy 2009 & Beyond

Report Prepared By

Monika Piil, Area Recreation Manager, East, x8806
Paul Compton, Area Recreation Manager, West, x8358
Mirella Tersigni, Community Development Coordinator, x7429
Derek Ambrose, Recreation Services Supervisor, x4227

(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. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

4

**YONGE STREET SUBWAY EXTENSION
TRANSIT PROJECT ASSESSMENT
REGIONAL MUNICIPALITY OF YORK, THE YORK REGION RAPID TRANSIT CORPORATION
THE CITY OF TORONTO & THE TORONTO TRANSIT COMMISSION**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Commissioner of Planning, dated March 3, 2009, be approved, subject to adding the following to Clause 3, following the first bullet:**
 - Facilitating an ongoing consultation process with the residents of the Uplands community to ensure that the environmental, operational and protection of the community issues brought to the attention of this Council and the York Region Rapid Transit Corporation, are addressed and resolved to the greatest extent possible. That, as part of this process, the York Region Rapid Transit Corporation facilitates meetings with representatives of the area and schedules, workshops and public meetings as required to inform the community of its progress;**
- 2) That this report and the recommendations adopted by the Committee of the Whole on March 3, 2009, be forwarded to the Ministry of the Environment as the City's comments, in order to meet the March 4, 2009 commenting deadline; and that the actions of the Committee of the Whole proceed to Council for ratification on March 23, 2009; and**
- 3) That the memorandum of the City Manager, dated March 2, 2009, be received.**

Recommendation

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

- 1. The Minister of the Environment be advised that the City of Vaughan supports the approval of the Yonge Subway Extension – Finch Station to Richmond Hill Centre Transit Project Assessment Environmental Project Report (February 2, 2009) as submitted by the Regional Municipality of York in partnership with the York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission;**
- 2. The Minister of Energy and Infrastructure and the Chair of Metrolinx be advised that the City of Vaughan supports the Yonge Subway Extension as a project identified in the Metrolinx Regional Transportation Plan's 15-Year Plan for Regional Rapid Transit and Highway Improvements; and that this project be identified for early implementation within the 15-year timeframe, consistent with a 2017 opening.**
- 3. The Region of York and the York Region Rapid Transit Corporation be advised that the City of Vaughan supports the commitments to further work identified in Section 6 of the Transit Project Assessment, with particular regard to the following:**
 - Ensuring through the detailed design process that appropriate screening and operational and environmental measures are put in place to protect the residential area around the Langstaff/Longbridge Station from impacts which may result from the commuter parking lot planned for the west side of Yonge Street, within the Hydro Corridor;**

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- Ensuring through the detailed design process that an appropriate design, respecting the natural and heritage qualities of the area, is developed for the proposed bridge over the East Don River; and that all necessary mitigation measures are identified.
 - Co-ordinating the design of the subway facilities with the on-going land use planning exercises in Markham, Vaughan and Richmond Hill to support the integration of the subway facilities into new developments in a way that does not sacrifice quality urban design and development potential.
4. This report be forwarded for information purposes to the Regional Municipality of York, the York Region Rapid Transit Corporation, the City of Toronto, the Toronto Transit Commission, the Town of Richmond Hill, the Town of Markham and the Honourable Peter Kent MP Thornhill, the Honourable Maurizio Bevilacqua, MP -Vaughan, Peter Shurman MPP Thornhill and Greg Sorbara MPP Vaughan.

Economic Impact

There will be no economic impact resulting from the adoption of this report.

Communications Plan

York Region and the York Region Rapid Transit Corporation in conjunction with the City of Toronto and the TTC conducted a public consultation program as part of the work plan for the preparation of the Yonge Street Subway Extension Transit Project Assessment. It is intended that this report be provided to the pertinent agencies and municipalities for information purposes.

Purpose

The purpose of this report is to establish the City's position on the Yonge Street Subway Extension Transit Project Assessment.

Background – Analysis and Options

a) Background

The Yonge Street Subway Extension, from the Finch Avenue Station to Richmond Hill Centre, was first identified as part of the *MoveOntario 2020* program. It was announced by the Provincial Government in June 2007 as one of fifty-two *MoveOntario* projects. The total program cost was estimated at \$17.5 billion dollars, of which 65% (\$11.5 billion) would be funded by the province, with the remainder (\$6 billion) being provided by the federal government.

On June 21, 2007 Regional Council directed staff to initiate the preparation of an Environmental Assessment for the Yonge Street subway extension. The team of York Consortium 2002 and the McCormick Rankin Corporation was retained by the York Region Rapid Transit Corporation to complete a Conceptual Design and Functional Planning study for the subway extension. Being a cross-boundary project, the Toronto Transit Commission consented to the Region taking the lead on this work.

Concurrent with the announcement of the *MoveOntario* program in June 2007, it was also announced that there would be a new 6-month Environmental Assessment process for transit projects. Its purpose is to accelerate the review and approval of transit projects. To implement the process a new regulation was adopted under the *Environmental Assessment Act*. The regulation, *Transit Projects and Greater Toronto Transportation Authority Undertakings, OR 231/08*, came into effect on June 24, 2008. The Yonge Street subway extension proceeded under this process.

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The Conceptual Design and Functional Planning Study, which defined the project, took place from January 2008 to October 3, 2008. The process also included an extensive public and stakeholder consultation process. It formed the basis for moving forward with the new transit EA process. Notice of commencement of the Transit Project Assessment and Approval Process was issued on September 30, 2008.

On October 28, 2008 Council adopted a resolution endorsing the Subway Extension Project, as defined in the Functional Planning Study, for the purposes of further review and evaluation under the Transit Project Assessment Process. A copy of this resolution forms Attachment No. 1 to this report. Notice of Completion of the Transit Project Assessment Report was issued on February 2, 2009 and the Environmental Project Report was submitted to the Ministry of the Environment for approval.

Prior to approval there is a 30-day review period where objections may be filed with the Minister. This period ends on March 4, 2009. Such objections are limited to matters that may have an impact on a matter of provincial importance that relates to the natural environment or has cultural or heritage value or interest; or where the transit project may have a negative impact on a constitutionally protected aboriginal or treaty right. These matters must be considered by the Minister within 30 days of the issuance of the Notice of Completion. The Minister may require further consideration of the project or impose conditions on its approval. Comments and concerns may also be provided to the proponents (the Region of York and the City of Toronto/TTC).

- b) Status of the Yonge Subway Extension Under the Greater Toronto Transportation Authority's (MetroLinx) Regional Transportation Plan (*The Big Move – Transforming Transportation in the Greater Toronto Area and Hamilton (November 2008)*)

The Greater Toronto Transportation Authority (Metrolinx) was given responsibility for overseeing the implementation of the *MoveOntario 2020* program. These initiatives were to be incorporated into the Regional Transportation Plan, which Metrolinx was mandated to prepare. The plan, *The Big Move*, was approved on November 28, 2008.

The Yonge Subway Extension was identified as one of the top 15 priority projects, which are targeted for completion during the first 15-years of the Regional Transportation Plan's implementation. They were selected as key regional projects that will result in substantial capacity increases in key corridors, bring new rapid transit services to under-serviced areas and improve regional connectivity.

Metrolinx will be conducting a Benefits Case Analysis for each of the priority projects, including the Yonge Subway Extension and will make a decision on capital funding in the summer of 2009. Budget and capital spending priorities for the 2009/2010 to 2013/2014 will be established in the fall of 2009, based on the outcome of the Benefits Case Analysis.

A recommendation has been included requesting that Metrolinx provide for the early implementation of the Yonge Subway Extension. It will be a key element of the system that will service south York Region and the northern part of Toronto. The extended Yonge line should be operational as soon as possible after the opening of the Viva Highway 7 Bus Rapid Transit service and the Spadina Subway Extension to the Vaughan Corporate Centre. The Spadina Subway Extension is currently programmed to open in 2015 with the Bus Rapid Transit Service being available concurrently. This will provide comprehensive rapid transit service in three of the GTA's most strategic corridors.

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c) Contents of the Transit Project Assessment

The Transit Project Assessment is set out in six parts:

- 1.0 Introduction;**
- 2.0 Outline of the Study Consultation Process;**
- 3.0 Study Area Conditions;**
- 4.0 Alternatives Considered and Features of the Recommended Transit Project;**
- 5.0 Detailed Assessment of the Impacts, Proposed Mitigation, and Monitoring of the Transit Project; and**
- 6.0 Commitments to Future Work.**

Appendices include:

- A Preliminary Alignment Engineering Plates;**
- B Station Location Analysis;**
- C East Don River Crossing;**
- D Richmond Hill Centre Alignments;**
- E Station Layout Concepts;**
- F Preliminary Geotechnical Report;**
- G Stormwater Management Preliminary Assessment;**
- H Existing Conditions: Built Heritage and Cultural Heritage Landscapes;**
- I Contamination Overview Study;**
- J Natural Environment**
- K Noise and Vibration Impact Study;**
- L Air Quality;**
- M Langstaff/Longbridge Traffic Analysis;**
- N Consultation Record**

This report will focus on the major elements of the recommended project with particular regard to the implications for the City of Vaughan.

d) Description of the Preferred Transit Project

The purpose of the study is to identify the impacts and mitigation measures associated with the preferred Transit Project, which was defined through the initial Conceptual Design and Functional Planning Study. The major elements of the project are described below.

Length

The Subway Extension will have a total length of 6.8 km from the end of the existing tail track at Finch Station to the end of the tail track located at the Richmond Hill Centre Station, north of Highway 7. The alignment is designed so as not to preclude a further northerly extension of the subway.

Location of Alignment

The subway running structure (tunnels) and station platforms are primarily located within the Yonge Street road allowance from Finch Station to immediately south of Highway 7. At this point the alignment veers to the east to proceed to the Richmond Hill Centre Station (Anchor Hub) station immediately to the west of the CN Rail (GO Transit) Line, south of High Tech Road. The subway station is located in close proximity to the GO Rail station, the Viva/YRT and the future Highway 407 Transitway bus terminals to create an integrated multi-modal inter-regional transit facility. The alignment is shown in Attachment No. 2.

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The alignment is preliminary in nature and refinements will take place during detailed design to improve operating characteristics, reduce operating cost and maintenance requirements, minimize effects on property and reduce capital costs.

Stations

A total of six subway stations are provided within the alignment:

- Cummer/Drewry Station (between Steeles and Finch Avenues in Toronto);
- Steeles Station; (Attachment No. 3)
- Clark Station; (Attachment No. 4)
- Royal Orchard Station; (Attachment No. 5)
- Langstaff/Longbridge Station; (Attachment No. 6) and
- Richmond Hill Centre Station.

Construction Methods

The primary construction method will be tunnelling, using a Tunnel Boring Machine. Two other techniques will also be used.

Second, the plan calls for the construction of a road bridge across the East Don River north of Centre Street. The subway would be carried on a lower deck, immediately below the vehicular traffic. This will limit the depth of the subway, which will allow the Royal Orchard Station to have a shallower profile thereby improving passenger accessibility to the station.

The third method is “cut and cover”. It will be used for all the subway stations and this method will provide the link between Finch Station and the Cummer/Drewry Station and the section between the East Don River bridge and the Royal Orchard Station.

Station Related Facilities

Some stations will be required to provide a number of related facilities to support the operation of the system and to facilitate transit/intermodal integration. The required facilities are described below:

Cummer/Drewry Station:	<ul style="list-style-type: none">• Bus Turnaround Loop.
Steeles Station:	<ul style="list-style-type: none">• 25-bay underground bus terminal (provides for a future LRT service on Steeles)• Passenger Pick-Up and Drop Off;• Electrical Substation.
Clark Station:	<ul style="list-style-type: none">• Electrical Substation.
Royal Orchard Station:	<ul style="list-style-type: none">• Electrical Substation.
Longbridge/ Langstaff Station:	<ul style="list-style-type: none">• Passenger Pick Up and Drop Off;• Approximately 2000 space park and ride commuter lot in the Hydro Corridor.
Richmond Hill Centre Station:	<ul style="list-style-type: none">• 28-bay bus terminal;• Proposed Highway 407 Transitway terminal;• Richmond Hill GO Rail Station;• Passenger Pick Up and Drop Off;• Electrical Substation.

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Important Features of the Alignment and Stations

The recommended project provides for a 25 bay bus terminal at the Steeles Subway Station. It will be located below grade primarily within the Steeles Avenue and Yonge Street road allowances, mainly along the Steeles Avenue axis. This will minimize, but not eliminate, the need to acquire abutting property. Access to the bus station will be by way of ramps leading to and from street level. This will free-up development land on the adjacent corners of the intersection, which might otherwise be constrained by a large bus station. The location of the passenger pick up and drop-off will be determined during the detailed design process. Options will be examined on the northeast and northwest corners of the Yonge/Steeles intersection.

A 2000+/- car commuter parking lot will be provided in the Hydro Corridor adjacent to the west side of the Langstaff/Longbridge Station along with a passenger pick up and drop off. Being adjacent to a residential neighbourhood, it will be necessary to provide screening to mitigate the visual, light, traffic and noise impacts which may result from the parking lot.

Perhaps the most profound change to the Yonge Street streetscape will be the construction of a bridge across the East Don River between Centre Street and Royal Orchard Boulevard. The bridge will be designed to accommodate the Yonge Street vehicular traffic on the top deck, with the subway box on a lower deck. Without the bridge, the subway would have to be tunnelled under the East Don River. This would result in an extremely deep alignment, which would make a Royal Orchard Station problematic. The style of bridge will have to be compatible with the natural and heritage character of Thornhill and the East Don River Valley. In addition, any issues regarding the quality of the pedestrian experience, access and noise attenuation will also need to be addressed.

These issues will be resolved during the detailed design process.

Emergency Exit Buildings

Emergency exits are required between stations to meet safety requirements for the purpose of evacuating passengers and providing access for emergency services. They extend from the underground tunnels between stations to small buildings (3m high, 10 sq. m in area) located on the surface. North of Steeles Avenue and south of Highway 7, emergency exits are proposed for the following locations:

- West side of Yonge Street between Doncaster Avenue and the CN Rail Line;
- Within the municipal right of way on the west side of Yonge Street at Arnold Avenue;
- Within the municipal right of way on the east side of Yonge Street between Centre Street and the proposed Don River Bridge;
- Private property on the east side of Yonge Street between Uplands Avenue and Kirk Drive.

Project Costs

The total estimated cost of the project in 2008 dollars is \$2.4 billion. This is composed of: \$655 million for stations and area facilities; \$600 million for tunnels, special structures and operating systems; \$240 million for subway trains; \$110 million for storage and maintenance facilities for subway trains; \$670 million for engineering and other costs; and \$125 million for property acquisition. If it is determined that an additional yard will be required to accommodate the

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Construction Staging and Traffic Management

Construction staging will be planned in a manner that will minimize the impact on transportation modes, mobility and infrastructure. A traffic management plan will be developed during detailed design that will provide for vehicular movement during construction. The traffic management plan will be based on Traffic Impact Study Guidelines prepared by the City of Toronto and York Region.

A number of general guidelines and principles will be used. These include: Minimizing lane reductions through construction zones; providing alternative routes where possible; where closures occur identifying detours and closing during off-peak hours when possible; maintaining left turn lanes whenever possible and if not, adopting left turn prohibitions; appropriate signage; adjustments to traffic signal timing; maintaining bus bays/stops whenever possible; maintaining a minimum 1.2 m wide pedestrian sidewalks and providing alternative pedestrian routes when a full closure is necessary; and ensuring that private access is maintained.

The plan must be approved by the affected road authorities, in consultation with the emergency service organizations prior to the award of the construction contracts. Information sessions will be held with the local community to explain the construction activities and restrictions. Each subway station, the East Don River Bridge, special track work areas, TBM launch and extraction sites and the Steeles Bus Terminal will all have individual construction staging plans, which will help shape the traffic management measures for each area.

e) Proposed Mitigation and Monitoring of the Transit Project

Section 5 of the report provides a detailed assessment of the impacts of the project and the proposed mitigation and monitoring measures. It describes the environments that may be affected; the potential impacts, the measures to minimize, manage, prevent and avoid environmental impacts; and the monitoring and contingency measures.

The potential impacts are classified under three categories:

- Displacement of Existing Features by the Transit Project: Permanent effects within the study area that result from the introduction of the subway facilities;
- Construction Impacts: Short-term potential impacts resulting from construction activities; and
- Operational Impacts: Long-term effects resulting from the operation and maintenance of the Transit Project.

These three categories were broken down into detailed criteria, based on the facilities or activities resulting from the subway, and were tested against five environments present in the study area, including:

- The Natural Environment;
- Socio-Economic;
- Culture;
- Transportation;
- Utilities.

The level of impact was measured on a scale ranging from “Strong” (High probability of an interaction) through “Moderate”, “Weak” to “None”. The majority of the matrix reflected “None” or “Weak” probability for interactions.

This section sets out monitoring and contingency plans for the Transit Project. However, they are considered preliminary, dynamic and subject to refinements during the design process in

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consultation with the regulatory agencies and the public. Specific monitoring requirements resulting from permits and approvals obtained during design will be incorporated into the final monitoring and contingency plan. They will also be reflected in the provisions of the construction contracts.

f) Commitments to Future Work

York Region, the TTC and the City of Toronto have committed to future work to fulfill statutory requirements and to address issues and concerns that have and will be identified. These commitments are noted below, primarily in respect of their impact on the City of Vaughan.

Permits and Approvals

York Region and the TTC will seek the following approvals and permits:

- Site plan approvals for above-grade structures;
- Building permits for stations, emergency exit buildings and other ancillary structures;
- Stormwater management and sewer discharge approvals in accordance with City requirements; and
- Heritage Impact Assessments at the Royal Orchard Station as identified in the Built Heritage and Cultural Landscapes Report.

Planning Initiatives

York Region, TTC and the City of Toronto propose to take a leadership role in planning initiatives that support the Transit Project. Specifically, the Region and the TTC will work with Markham, Richmond Hill and Vaughan to stimulate transit supportive development that incorporates and integrates the Transit Project alignment, stations and commuter facilities into development plans.

Property Acquisition

A property protection study will be undertaken during the early stages of the design process to ensure that new developments will not affect the implementation of the recommended project;

Negotiations will continue with the Ontario Realty Corporation/Hydro One for the property required for the Commuter Parking Lot and the Passenger Pick-Up and Drop-Off;

For required properties in Markham, Vaughan and Richmond Hill (including temporary construction easements) they will be acquired by negotiation or expropriation, as necessary.

Subway Capacity/Subway Rail Yard Needs

York Region, the City of Toronto and the TTC will work to resolve the impacts of the subway extension on the existing system. This will include integrating the results of the Subway Rail Yard Needs Study into the Transit Project to implement the recommended yards strategy, including an adjustment to the capital cost of the project. The impact of new ridership on downstream capacity will also be monitored.

Steeles Station Development

The underground bus terminal (primarily in the Steeles Avenue road allowance) represents the anticipated spatial requirements for intermodal transfers at the Steeles Station, between bus and subway. It provides an opportunity to maximize the benefits of promoting compatible transit infrastructure and land use. It is acknowledged that the extent of land around the station

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designated for integrated/adjacent transit-supportive development will be determined by Markham, Vaughan, Toronto and York Region.

Toronto, Vaughan, Markham, York Region and the TTC will work closely during their respective land use studies to optimize the interface and integration of the Steeles Station with transit supportive development.

York Region and Toronto will review the transportation requirements for Yonge Street and Steeles Avenue to minimize the respective road cross-sections, which will directly impact the property requirements associated with the underground terminal and subway station.

York Region, the TTC and the City of Toronto, in consultation with Markham and Vaughan will determine the roles and responsibilities of each agency for the design, construction, operation and maintenance of the station facilities.

Clark Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities.

Royal Orchard Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities. Being in the Thornhill-Vaughan Heritage Conservation District a Heritage Impact Assessment Report may be required. This will be determined during detailed design in consultation with the City.

Langstaff/Longbridge Station

York Region and the TTC will continue discussions with property owners to ensure that station facilities are constructed to maximize redevelopment opportunities. Discussions will also continue during detailed design with the local community regarding the final configuration of the parking lot and the passenger pick up and drop-off mitigation measures. This would include noise attenuation, stormwater management, landscaping with traffic access limited only to Yonge Street. Additional traffic analysis will be completed during detailed design to support permit applications to MTO/407 regarding the commuter parking lot entrance and the associated demand resulting from the adjacent and on-going land use studies.

Construction Issues

York Region and the TTC will conduct further research related to the construction phase of the project. Specific tasks will include but not be limited to:

- Developing traffic, transit and pedestrian management strategies for inclusion in contract documents;
- Conducting an existing building condition survey both pre- and post-construction;
- Preparing and implementing tree and streetscape protection and restoration plans;
- Undertaking a Designated Substance Survey for any buildings requiring demolition;
- Developing procedures for disposal of excavated materials, including contaminated soils in accordance with MOE requirements;
- Preparing a mitigation, monitoring and contingency plans for groundwater protection in consultation and in accordance with TRCA requirements;
- Preparing an erosion and sediment control plan in accordance with TRCA and municipal requirements;

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- Including an air quality monitoring and mitigation plan for inclusion in the contract documents;
- Arranging a Stage 2 archaeological assessment, where potential was identified in the Stage 1 assessment or where ground disturbances will occur during construction;
- Undertaking a stray current protection study for other utilities.

Relationship to Vaughan Vision 2020

This report is consistent with the following strategic initiatives under the objective “Plan and Manage Growth”:

- Work with other levels of government to continue to support the expansion of the GO System and public/rapid transit;
- Support and coordinate land use planning for high capacity transit at strategic locations in the City.

Regional Implications

Adoption of the recommendations of this report will support an undertaking for which the Region of York is a proponent.

Conclusion

The Yonge Subway Extension project offers numerous benefits to the Region of York, the Towns of Markham and Richmond Hill, the City of Vaughan and the City of Toronto. It will introduce rapid transit services, it will offer an alternative to the private automobile, it will mitigate traffic impacts on the environment and it will provide an unprecedented opportunity for “city-building”.

It will allow Vaughan, Markham, Richmond Hill and Toronto, to design a new land use and urban design future for Yonge Street; one that reflects its role as a “main street” through a section that acts as a multiple gateway to and from Vaughan, Markham, Richmond Hill and Toronto. The land use planning processes are already underway. Therefore, the Minister of the Environment should be advised that the City of Vaughan supports the approval of the Transit Project Environmental Assessment Report as a critical component of a comprehensive City-building exercise.

From a Provincial perspective the *Places to Grow* vision of three Urban Growth Centres in the Highway 7 Corridor (the Vaughan Corporate Centre, the Richmond Hill Centre and the Markham Centre) is dependent on providing the transit infrastructure necessary to support their development. The Yonge Subway Extension is a critical element of the planned Metrolinx rapid transit system. Together with the Viva Highway 7 Bus Rapid Transit Service, the Spadina Subway Extension and Markham North-South Link, the Yonge extension will provide the underpinnings for the *Places to Grow* land use scheme.

If this transition is to occur in a timely fashion, the early implementation of a high quality system is essential. Given the length of time that it takes to design and build a subway, work on the Yonge Street Extension project should begin early in the initial 15-year plan of the Metrolinx program. Therefore it is recommended that the Minister of Energy and Infrastructure and the Chair of Metrolinx be advised that the City of Vaughan supports the early implementation of the Yonge Subway Extension as one of the 15 initial Metrolinx projects, with a targeted opening in 2017.

The proponents have made a number of commitments to further work and consultation. Two examples include the impact on residents in proximity to the proposed commuter parking lot north of Longbridge Avenue and the design and effects of the new bridge over the East Don River on adjacent lands. York Region, the TTC and the City of Toronto has committed to consulting with the public, property owners and stakeholder agencies (including the local municipalities) during

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the detailed design of the Transit Project alignment, stations and related commuter and ancillary facilities. In supporting these commitments, the City will work with the proponents to resolve such issues.

On this basis it is recommended that the recommendations set out in this report be approved.

Attachments

1. Council Resolution: October 28, 2008
2. Planned Subway Alignment and Station Locations;
3. Steeles Avenue Station;
4. Clark Station;
5. Royal Orchard Station;
6. Langstaff/Longbridge Station.

Report Prepared by:

Roy McQuillin, Manager of Corporate Policy, ext. 8211

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

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Item 5, CW Report No. 12 – 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.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Development Planning, 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.

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. 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 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 Vellore Village Estates Phase 5 Plan of Subdivision 65M-3715 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3715 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
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

VR/vp

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

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Item 6, CW Report No. 12 – 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.

The Commissioner of Engineering and Public Works has received clearance from all pertinent City Departments including Development/Transportation Engineering, Development Planning, 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.

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. 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 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 Langstaff Woods, Phase 1 West Plan of Subdivision 65M-3673 has been completed in accordance with the Subdivision Agreement. Accordingly, it is appropriate that the roads and municipal services in 65M-3673 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
Frank Suppa, Manager of Development Inspection and Grading, ext. 8073

VR/vp

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

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Item 7, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

7

**AVDELL AVENUE
PARKING CONTROL REVIEW
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 3, 2009:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking Anytime' prohibition on the north side of Avdell Avenue from the east limit of the east intersection of St. Michelle Place to the west limit of Clarence Street; and
2. That By-law 1-96, the Consolidated Parking By-law, be amended to add a 'No Parking Anytime' prohibition on the south side of Avdell Avenue from the east limit of the plaza driveway at #1160 Clarence Street to the west limit of Clarence Street.

Economic Impact

The cost to install the parking prohibition signs would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going cost to maintain the signs would be incorporated in future Operating Budgets.

Communications Plan

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

Purpose

To review the feasibility of implementing a 'No Parking' prohibition zone on the north and south sides of Avdell Avenue from St. Michelle Place to Clarence Street, in response to a request from an area resident.

Background - Analysis and Options

Staff received a concern from a resident on Avdell Avenue that vehicles including large trucks are parking on Avdell Avenue between St. Michelle Place and Clarence Street. Staff were advised that several vehicles do park for a long period of time especially the neighbour who parks his large truck directly in front of the resident's home. Engineering Services staff visited the site on two afternoon periods and observed no parked vehicles within these two areas. By-law Enforcement staff have also visited the site, however no vehicles were parked on the roadway when they arrived. Avdell Avenue is a minor collector roadway with a pavement width of 11.5 metres. The area is residential with a commercial plaza on the northwest and southwest corners of Clarence Street and Avdell Avenue. Refer to Attachment No.1.

Staff delivered the parking survey on October 24, 2008 to all five residences and to the commercial businesses on this section of Avdell Avenue. The survey requested a reply whether the resident agrees or disagrees with the proposal to add a 'No Parking' prohibition, and if the prohibitions should be installed on the north, south, or both sides of Avdell Avenue. Refer to the survey Attachment No. 2.

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A total of five completed surveys were received. All of the returned surveys were completed by the residents and not the area businesses. Four of those surveyed agreed to the proposed parking prohibition installation (80% Agree), while one resident disagreed with the proposed parking prohibition installation (20% Disagree). Of the four surveys returned that agreed with the proposed parking prohibition installation, three indicated their preference for both sides of the street, while one survey indicated their preference for the south side only.

Typically, in similar requests, a response percentage of 66% (two-thirds) would be required to initiate the change to remove existing parking prohibitions. Based on the survey results, staff recommends the installation of the 'No Parking' prohibitions as this minimum threshold value is met. Staff discussed the parking survey results with the Local Councillor.

Further input from the surveyed residents has indicated that their preference would be to install parking prohibitions for the north side of Avdell Avenue from St. Michelle Place to Clarence Street, and on the south side of Avdell Avenue from the commercial plaza driveway at #1160 Clarence Street to Clarence Street.

Relationship to Vaughan Vision 2020/Strategic Plan

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, it is recommended that a 'No Parking Anytime' prohibition be installed on the north side of Avdell Avenue from the east limit of the east intersection of St. Michelle Place to the west limit of Clarence Street.

It is also recommended that a 'No Parking Anytime' prohibition be installed on the south side of Avdell Avenue from the east limit of the plaza driveway at #1160 Clarence Street to the west limit of Clarence Street.

Attachments

1. Location Map
2. Survey titled 'Proposed Installation of Parking Prohibitions – Avdell Avenue Survey dated October 20, 2008.

Report prepared by:

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

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

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Item 8, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

8

**OHR MENACHEM WAY
PARKING CONTROL REVIEW
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 3, 2009:

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 Parking Anytime' prohibition on the east side of Ohr Menachem Way from the south limit of Autumn Hill Boulevard to the north limit of Cabernet Road.

Economic Impact

The cost to install the parking prohibition signs would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going cost to maintain the signs would be incorporated in future Operating Budgets.

Communications Plan

The residents will be contacted with the direction from Council.

Purpose

To review the feasibility of implementing a 'No Parking' prohibition zone on the east side of Ohr Menachem Way from Autumn Hill Boulevard to Cabernet Road, in response to a request from area residents.

Background - Analysis and Options

A request was received from area residents on Ohr Menachem Way who expressed concern about vehicles parking on both sides of the street. There are 12 residential homes on the west side of the street, and Ohr Menachem Park abuts on the east side of the street. Ohr Menachem Way is designed as a local roadway with a pavement width of 8.0 metres. There is no sidewalk for either side of the street. Refer to Attachment No.1.

Staff delivered a parking survey on January 7, 2009 to all 12 residences on the west side of Ohr Menachem Way. The survey requested a reply whether the resident agrees or disagrees with the proposal to add a 'No Parking' prohibition on the east side of Ohr Menachem Way, and if in support of the prohibitions, is the resident in support of a year-round prohibition, or a prohibition in effect from May 1st to October 31st of each year. Refer to the survey Attachment No. 2.

A total of nine completed surveys were received with preferences as follows:

7 Responses in favour of implementing parking prohibitions

- Five residents in support of the proposed parking prohibition in effect year-round (56% of respondents)
- One resident in support of the proposed parking prohibition in effect from May 1st to October 31st of each year (11% of respondents)

.../2

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- One resident in support of parking prohibitions, but on the west side of Ohr Menachem Way rather than the east side as proposed in the survey (11% of respondents)

2 Responses not in favour of implementing parking prohibitions

- Two residents not in support of the proposed parking prohibitions. (22% of respondents) However, a comment was left on one of those surveys stating they would want parking on the west side of Ohr Menachem Way only, which seems to support the proposal in the survey.

Typically, in similar requests, a response percentage of 66% (two-thirds) would be required to initiate a change of existing parking prohibitions. However, based on the breakdown of the survey results, the installation of the 'No Parking' prohibitions in effect year-round on the east side of Ohr Menachem Way has the majority support of the residents. Staff has discussed the results of the parking survey with the Local Councillor.

There is sufficient space for eight vehicles to park on the west side of the street. Should vehicles park on both sides of the street, the remaining road width would not permit two-way traffic and would impact emergency response service.

Relationship to Vaughan Vision 2020/Strategic Plan

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, it is recommended that a 'No Parking Anytime' prohibition be installed on the east side of Ohr Menachem Way from the south limit of Autumn Hill Boulevard to the north limit of Cabernet Road.

Attachments

1. Location Map
2. Survey titled 'Proposed Installation of Parking Prohibitions – Ohr Menachem Way Survey' dated January 5, 2009.

Report prepared by:

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

MR:mc

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

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Item 9, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

**9 NOVELLA ROAD, BELVIA DRIVE AND TUSCANA BOULEVARD TRAFFIC DIVERTERS
PARKING CONTROL REVIEW
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated March 3, 2009:

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 Parking Anytime' prohibition on the following roadways:

1. Both sides of Novella Road from the east property line of house #72 to the west property line of house #92 and the east property line of house #75 to the west property line of house #95 and including the traffic diverter;
2. Both sides of Belvia Drive from the east property line of house #66 to the west property line of house #84 and the east property line of house #65 to the west property line of house #87 and including the traffic diverter; and
3. Both sides of Tuscana Boulevard from the east property line of house #58 to the west property line of house #72 and the west property line of house #55 to the west property line of house #71 and including the traffic diverter.

Economic Impact

The cost to install the parking prohibition signs would be an initial impact on the 2009 Operating Budget. There are sufficient funds being allocated in the Draft Budget for this work. The on-going cost to maintain the signs would be incorporated in future Operating Budgets.

Communications Plan

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

Purpose

To review the feasibility of adding a 'No Parking' prohibition on both sides of Novella Road (at the traffic diverter), on both sides of Belvia Drive (at the traffic diverter) and on Tuscana Boulevard (at the traffic diverter), to provide for safer traffic movements on these streets.

Background - Analysis and Options

Novella Road, Belvia Drive and Tuscana Boulevard all have a road width of 8.0 metres, and they are all identified as local roadways. In the divided section of these roadways (or traffic diverter), there is only 5.8 metres of pavement width on each side of the diverter. If a vehicle is parked on either side of the roadway, (on the traffic diverter side or the home side), the available travel width is about 3 metres. This is sufficient space for vehicles to travel in this section of the roadway. However, this impacts the movement of Emergency and other service vehicles which may create sightline problems for drivers and pedestrians within this section of the roadway. The area is shown on Attachment No.1.

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There are existing 'No Parking Anytime' prohibition signs installed by the subdivision developer on these roadways. To ensure that parking does not occur at the traffic diverter, it would be beneficial to include the areas around the traffic diverters.

The installation of a 'No Parking' Prohibition on both sides of Novella Road, Belvia Drive and Tuscana Boulevard and around the traffic diverters in the divided section of these roadways will allow Emergency and other service vehicles less restrictive movements and will also provide a safer environment and improve sight distance when vehicles are travelling through these sections of the roadways.

Relationship to Vaughan Vision 2020/Strategic Plan

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, it is recommended that a 'No Parking Anytime' prohibition be implemented on Novella Road, Belvia Drive and Tuscana Boulevard and including the traffic diverters in the divided section of these roadways.

Attachments

1. Location Map

Report prepared by:

Peter Trinh, Traffic Analyst, 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 MARCH 23, 2009

Item 10, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

10

**SIGN VARIANCE APPLICATION
FILE NO: SV.09-001
OWNER: DIOCESE OF HAMILTON/
ST. MARGARET MARY ROMAN CATHOLIC CHURCH
LOCATION: 8500 ISLINGTON AVENUE
LOT 1, REGISTERED PLAN M-117
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated March 3, 2009:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.09-001, Diocese Of Hamilton/ St. Margaret Mary Roman Catholic Church, 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 one ground sign having an area of 4.2 sqm. per single sign face and 8.4 sqm. for all faces combined on the subject property as shown on the attached drawings.

Background - Analysis and Options

9.1 (a) No ground sign shall be larger than 2.0 sqm. in area on a single sign face or 4.0 sqm. of area for all faces combined.

Relationship to Vaughan Vision 2020/Strategic Plan

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 have approved the location for the proposed sign.

Conclusion

The applicant is proposing to install one ground sign having an area of 4.2 sqm. per single sign face and 8.4 sqm. for all faces combined on the subject property as shown on the attached drawings.

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At the Sign Variance Committee meeting members noted that there have been similar Sign Variance applications approved by the Committee for other religious institutions in the general area. Members of the Sign Variance Committee have no objections to the application as submitted and are of the opinion that the intent and purpose of the Sign By-law is being maintained.

If Council finds merit in the application, a Sign Permit issued by the Building Standards Department is required.

Attachments

1. Sketch of Sign
2. Site Plan for the Property

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.)

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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 23, 2009

Item 11, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

11

**SIGN VARIANCE APPLICATION
FILE NO: SV.09-002
OWNER: FRED FARNDEN/TRILOON CORPORATION
LOCATION: 361 CONNIE CRESCENT, UNIT 2
LOT 30, REGISTERED PLAN M-1801
WARD 4**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Sign Variance Committee, dated March 3, 2009:

Recommendation

The Sign Variance Committee recommends:

That Sign Variance Application SV.09-002, Fred Farnden/Triloon Corporation 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 3.0 sqm. wall sign on the second floor building face of the subject property as shown on the attached drawings.

Background - Analysis and Options

6.1 (i) Except as may otherwise be permitted in this by-law, the maximum number of signs that may be erected shall be one (1) only of the following sign types per exterior wall per business premises: a wall sign.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

Region of York Engineering approval is not required for the proposed signs.

Conclusion

The applicant is proposing to install a 3.0 sq m. wall sign on the second floor in lieu of the ground floor where the business premise is located.

At the Sign Variance Meeting the applicant advised the Committee that the landlord for the property will only permit their signage to be located on the upper floor of the building which corresponds with the existing signage for the second floor tenant.

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Members of the Sign Variance Committee have no objections to the application as submitted and are of the opinion that the intent and purpose of the City's Sign By-Law is being maintained.

Attachments

1. Location of Sign
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 MARCH 23, 2009

Item 12, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

12

**SITE DEVELOPMENT FILE DA.08.096
DARREN MCNAIR
WARD 1**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated March 3, 2009:

Recommendation

The Commissioner of Planning recommends:

1. THAT the site plan and building elevations shown on Attachments #2, #3, #4, #5 and #6 for Site Development File DA.08.096 (Darren McNair) BE APPROVED, and that the development of the subject lands proceed in accordance with Heritage Permit HP-2007-012.01 and subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the final site plan shall be approved to the satisfaction of the Vaughan Development Planning Department;
 - ii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority regarding the Restoration Plan and obtain a permit under Ontario Regulation 166/06 (Development Interference with Wetlands and Alterations to Shorelines and Watercourses) for the proposed works within the TRCA Regulated Area; and,
 - iii) that the required variances shall be obtained from the Committee of Adjustment.

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 site plan and building elevations Attachments #2, #3, #4, #5 and #6 for Site Development File DA.08.096 on the subject lands shown on Attachment #1, to facilitate the development of a single detached residential dwelling with a detached garage located within the Kleinburg-Nashville Heritage Conservation District.

Background - Analysis and Options

On January 29, 2007, Council approved a recommendation to require Site Plan Control for new single detached dwellings (not within a plan of subdivision) located within the Kleinburg-Nashville Heritage Conservation District, in order to implement the requirements of the "Kleinburg-Nashville Heritage Conservation District Study and Plan" with respect to preserving and enhancing the heritage character of the Kleinburg-Nashville Community, with particular regard to the building elevations for detached dwelling units.

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Location

The irregular shaped 0.75 ha property is located at 10 Windrush Road, being Lot 25, Concession 8, on Plan R-3755, City of Vaughan, as shown on Attachment #1. The subject lands are located within the Kleinburg-Nashville Heritage Conservation District, and therefore, new construction within the District requires site plan approval.

Official Plan and Zoning

The easterly portion of the subject lands are designated "Suburban Residential" and the westerly portion (west of the top-of-slope) is designated "Valley Area" by OPA #601 (Kleinburg-Nashville Community Plan) and zoned R1 Residential Zone by By-law 1-88, which permits single detached dwellings.

Site Plan Review

The applicant originally applied for a Heritage Permit (Permit #HP.2007.012.01) and at its meeting on April 16, 2008, Heritage Vaughan approved the application subject to a number of revisions. Since the April 16, 2008 Heritage Vaughan meeting, the applicant made significant design revisions to the proposed dwelling beyond those requested by Heritage Vaughan. The applicant now proposes to build a new residence on the subject lands, which flanks the north side of Stegman's Mill Road consisting of a 2-storey, brick dwelling with stone accents, and a detached garage. The building design utilizes casement windows on the ground floor with "Jack" soldier course headers, two bay windows on the front elevation, second floor casement windows with "Jack" soldier course headers and wood gable details in the highest peaks of the roof lines. The main entrance (east elevation) is articulated by a covered porch with a cut stone arch. Asphalt shingles are used as the roof cladding material.

These changes to the original design approved by Heritage Vaughan are summarized as:

- the house and garage at incorrect (90 degree) orientation (when compared to Site Plan);
- the roof lines and roof area of house and detached garage were changed by adding dormers;
- both front gable walls of house were previously brick and are now clad in stone veneer;
- the front left bay window has been brought forward;
- the grading at front left side of the dwelling has been raised to cover foundation below bay window;
- right side elevation contains four in-house garage doors (with dormers above);
- left side elevation gable wall is clad in stone veneer and has much larger windows and the lower bay window was removed;
- left side of first floor exterior is clad in stone veneer;
- rear elevation roof lines and roof area changed; (proportions of dormers changed)
- concrete porch now clad in stone veneer and squared off; and,
- wall dormers have been added to detached Garage is added; and roof proportions have changed.

Given the significance of these changes, Cultural Services recommended that the site plan and building elevations prepared by Ian Robertson of 1 Riser Designs (dated 23 June 2008) and submitted December 16, 2008 be reconsidered by Heritage Vaughan. Heritage Vaughan considered the site plan and elevations on January 21, 2009, and adopted the following recommendation:

"That Heritage Vaughan recommends approval of the recommendation contained in the following report of Cultural Services, dated January 21, 2009."

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The Cultural Services January 21, 2009 report recommended Heritage Vaughan approved the revised Heritage Permit HP-2007.012.01, if the proposed stone façade and other details are deemed to be appropriate and that the approval be conditional on the review and approval of the Building Standards Department and Planning Department and if the proposal is altered as a result of the review of other City Departments, the revised proposal be brought back to Heritage Vaughan for review.

Detached Garage

The design proposes a detached garage. Under By-law 1-88, the maximum size for a detached structure is 67 m², whereas 117 m² have been proposed. By-law 1-88 permits the maximum height of any accessory structure not attached to the main dwelling, measured from the average finished ground level to the highest point of the structure, to be 4.5 m, whereas the proposed roof height appears to be 7.31 m. By-law 1-88 also limits the nearest part of the roof height to a maximum of 3.0 m above the finished grade, whereas, the nearest part of the roof appears to be 3.65 m above finished grade.

The applicant must obtain Committee of Adjustment variances from By-law 1-88 for the size and height of the detached garage and these variances must be in full force and effect prior to the execution of the Site Plan Letter of Undertaking.

Toronto and Region Conservation Authority

In a letter dated January 9, 2009, TRCA indicated the site is partially located within the TRCA's Regulated Area of the Humber River Watershed, as the property is partially within the valley/stream corridor. The TRCA further indicated that the valley system vegetation has been identified as an Area of Natural and Scientific Interest (ANSI) - Life Science by the Ministry of Natural Resources and as an Environmentally Sensitive AREA (ESA) by TRCA.

TRCA has noted that the site plan drawing shows the replacement septic system located within the Regulated Area and advised that the proposed septic system will require a permit under Ontario Regulation 166/06.

Although the proposed new home and garage appear to be located outside of the Regulated Area as noted on digital mapping, TRCA has requested field verification of the long-term stable top-of-slope to determine the extent of the Regulated Area as it affects the property. TRCA indicated it could not support the site plan application until the following material had been submitted and reviewed by TRCA:

1. A slope stability report / brief prepared by a qualified professional which outlines the location of the long-term top-of-slope;
2. Revised Site Plan drawings to include the long-term-stable slope line and setback distances between the proposed works and the stable slope line; and,
3. A Landscape Restoration Plan which will provide restoration plantings along the existing slope lines to be composed of native, non-invasive species and notes for the management /removal of existing invasive plant species within the area of restoration.

The applicant submitted the requested information to TRCA to resolve these issues. In a letter dated February 6, 2009, TRCA has indicated no objection to the approval of the Site Plan Application DA.08.096, subject to the applicant submitted a detailed species composition list for the proposed seed mix noted in the Restoration Plan or providing a suitable alternative mix composed of native, non-invasive species and that the applicant successfully obtain a permit under the Ontario Regulation 166.06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) for the proposed works within the TRCA Regulated Area. The .../4

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permit application has been submitted to TRCA and is under review. Prior to the execution of the Site Plan Letter of Undertaking for the subject lands, TRCA shall provide the Development Planning Department with confirmation that TRCA has no concerns with the final site plan approval.

The Development Planning Department is satisfied that the proposed site plan and building elevations, as shown on Attachments #2, #3, #4, #5 and #6 are consistent with the requirements of the Kleinburg-Nashville Heritage Conservation District Study and 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

N/A

Conclusion

The Development Planning Department is satisfied with the proposed site plan and elevations for the proposed single detached residential dwelling on the subject lands located in the Kleinburg-Nashville Heritage Conservation District, and can support the approval of the Site Development Application, in accordance with the recommendation of this report. Once in receipt of confirmation from TRCA that it has no further concerns, and the applicant has obtained approval from the Committee of Adjustment for the required variances for the detached garage, the Development Planning Department will advise the Building Standards Department that the site plan has been approved.

Attachments

1. Location Map
2. Site Plan
3. Front Elevation
4. Side Elevations
5. Rear Elevation
6. Detached Garage Elevations

Report prepared by:

Laura Janotta, Planner, ext. 8634
Mauro Peverini, Manager of Development Planning, 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 13, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

13 **SITE DEVELOPMENT FILE DA.08.063**
IMPERIAL OIL LIMITED
WARD 2

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated March 3, 2009, 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.08.063 (Imperial Oil Limited) BE APPROVED, subject to the following conditions:
 - a) that prior to the execution of the Letter of Undertaking, the Owner shall satisfy all requirements of the Development Planning and Engineering Departments, the Regional Municipality of York and the City of Toronto; and,
 - b) the required variances to implement the approved site plan shall be obtained from the Committee of Adjustment (File A051/09), 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 redevelopment of the existing gas station on the subject lands shown on Attachment #1 with a new site layout, a convenience retail store and a convenience eating establishment with a drive-through, as shown on Attachment #2.

Background - Analysis and Options

Location

The 0.485 ha subject lands are located at the northwest corner of Steels Avenue West and Islington Avenue municipally known as 7018 Islington Avenue, being Lot 24, Plan 9691, as shown on Attachment #1. The surrounding land uses are shown on Attachment #1.

Official Plan and Zoning

The subject lands are designated "Prestige Area" by OPA 450 (Employment Area Growth and Management Plan). The Prestige Area designation permits a wide range of industrial, office and business uses and the states that Zoning By-law shall establish the permitted uses. The proposed site development complies with the Official Plan.

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The subject lands are zoned C6 Highway Commercial Zone by By-law 1-88, subject to Exception 9(228). The proposed site development for an automobile gas station, convenience retail store and take-out eating establishment use complies with By-law 1-88, however, variances to the interior side yard setback, minimum required parking, minimum landscape strip and location of access driveways are required to implement the proposed development, as discussed in this report.

Site Plan Review

The Development Planning Department is satisfied with the proposed site plan, landscaping plan, and building elevations, as shown on Attachments #2, #3, #4, and #5 respectively. The final plans must be approved to the satisfaction of the Development Planning Department.

The subject lands were developed for an automobile service station site including a gas bar, convenience kiosk, a Mr. Lube establishment and a coin car wash. The Owners is proposing to maintain the Mr. Lube building in its current location and redevelop the balance of the site with a gas bar, a convenience retail store and a convenience establishment with a drive-through as shown on Attachment #2.

The following zoning exceptions to the C6 Highway Commercial Zone of By-law 1-88, are required to facilitate the proposed plan:

- i) a minimum interior side yard setback of 2.5 m to the existing Mr. Lube building, whereas 3 m is required;
- ii) permit a 12 parking spaces, whereas 20 parking spaces are required;
- iii) permit a 2.5 m wide minimum landscape strip abutting Steeles Avenue, whereas 6 m is required; and,
- iv) permit the proposed access driveways as shown on Attachment #2, whereas Schedule E-231 of Exception Paragraph 9(228) to By-law 1-88 provides for alternate driveway locations.

The Owner submitted a Minor Variance Application (File A051/09) on February 4, 2009 to address the above-noted zoning deficiencies. The Development Planning Department is satisfied that the proposed variances are appropriate for the development of the site. The reduced interior side yard setback recognizes the existing as-built condition for the Mr. Lube building, which is not affected by the proposed site redevelopment. The reduced landscape strip is the result of required road widenings along Steeles Avenue West and Islington Avenue by the City of Toronto and York Region, respectively. The proposed variance for the access driveways improves on-site circulation and safety of the site by reducing the number driveway access points to the site from four (4) to two (2). The reduced parking standards is considered to be minor in nature.

The northwest corner of the subject lands falls within the regulated area of the Toronto and Region Conservation Authority (TRCA) due to the location of the adjacent Humber River valley system. The Owner has worked with the TRCA and the City of Vaughan to address of site drainage and landscaping issues and the TRCA has advised it has no objections to the proposed development.

The Vaughan Engineering Department is generally satisfied with the overall site development. The final site servicing and grading plans 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.

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Sustainability

In accordance with policy direction of the City, certain sustainable design features have been incorporated into the proposed site development. Pedestrian access from the front of the convenience retail store to the sidewalk along Steeles Avenue West with connections to a new sidewalk and a bus pad on the Islington Avenue frontage are proposed. Additionally, three (3) bicycle racks are proposed close to the store front. These features will encourage alternative forms of transportation to the convenience retail store and eating establishment, notwithstanding the fact that this application is to facilitate the redevelopment of a gas station, a use associated primarily with motor vehicles. The Owner has identified that efficient canopy lighting and heat reflective glazing on the retail store windows will be used, in addition to the use of an “Emerson Einstein E2” energy management system designed to automatically control the site equipment by reducing the overall energy consumption by 9%.

Parkland Dedication

The Owner is required to pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit in accordance with Section 41 of the Planning Act, to the satisfaction of the Vaughan Legal Department, Real Estate Division.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The site is located on Islington Avenue, which is under the jurisdiction of the Regional Municipality of York. The Region of York has indicated that it has no objection in principle to the proposed site development, subject to the Owner satisfying all requirements of the Region of York. The Owner will be required to enter into a Regional Site Plan Agreement. Final approval of the proposed development is required from the Region of York.

City of Toronto

The subject lands abut Steeles Avenue West, which is under the jurisdiction of the City of Toronto. The City of Toronto have advised that they have no objections with the proposal, subject to a set of pre and post approval conditions to facilitate the proposed development. The Development Planning Department will continue to work with the City of Toronto and the Owner to deal with any outstanding issues pertaining to the conditions of approval issued by the City of Toronto.

Conclusion

Site Development Application File DA.08.063 (Imperial oil Limited) has been reviewed in accordance with the policies of OPA #450 (Employment Area Growth and Management Plan), Zoning 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 redevelopment for existing gas station with a new site layout, a convenience retail store and convenience eating establishment with a drive-through, as shown on Attachment #2, 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.

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Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Convenience Store Elevations
5. Gas Canopy Elevations

Report prepared by:

Ryan Mino, Planner, ext. 8213
Mauro Peverini, Manager of Development Planning, 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 MARCH 23, 2009

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Communications Plan

On May 25, 2007, a Notice of Public Meeting was circulated to all property owners within 120 m of the subject lands, Genova Court, Sicilia Street, Campania Court, Calabria Court, the Owners of property with municipal addresses 143-165, 183-193, and 172-230 Castlepoint Drive and 8709-8779 Martin Grove Road. Four (4) residents who reside in the surrounding area appeared as delegations at the Public Hearing. Concern was expressed respecting the general maintenance of the lands located beneath a Hydro Corridor. Although the residents stated that development of the lands was worthy of being supported, there was concern with respect to the density being considered at the time. The original application considered at the Public Meeting consisted of 12 detached dwellings accessed from a private road as shown on Attachment #3.

The applicant has since revised the plan as shown on Attachment #2 consisting of 8 detached dwellings on the subject lands. The recommendation of the Committee of the Whole to receive the Public Meeting report of June 18, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on June 25, 2007.

Purpose

The Owner has submitted a Zoning By-law Amendment Application (File Z.07.010), specifically to amend By-law 1-88 to rezone the subject lands shown on Attachment #1 from "A" Agricultural Zone to R5 Residential Zone with the necessary zoning exceptions required to implement the proposed 8 unit, single-detached development, as shown on Attachment #2.

Background - Analysis and Options (Planning Considerations)

Location

The subject lands shown on Attachment #1 are located south of Sicilia Street, east of Genova Court, located northeast of Martin Grove Road and Langstaff Road, being Blocks 120 and 121 within Registered Plan 65M-2984, City of Vaughan. The surrounding land uses are shown on Attachment #1.

Provincial Policy Statement

The subject applications were initiated after March 1, 2005, and are therefore, subject to the 2005 Provincial Policy Statement (PPS). The PPS sets out the overall direction 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:

- i) efficiently use land, resources, infrastructure, and public service facilities; and,
- ii) 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 proposal meets the intent of the PPS with respect to the efficient use of land and infrastructure and providing a range of housing types.

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Official Plan

The subject lands are designated “Low Density Residential” by OPA #240 (Woodbridge Community Plan), which permits detached dwellings on the subject lands. The proposed rezoning conforms to the Official Plan.

Environmental

The subject lands, being Blocks 120 and 121 of Plan 65M-2984, were not developed at the same time as the balance of the subdivision (File 19T-88009) due to environmental issues, specifically the potential for methane gas migration from construction waste dumped on the property many years ago, which required the Owner to undertake methane gas testing. Site-specific Zoning By-law Exception 9(692) does not permit development on the subject lands until the City and the Ministry of the Environment are satisfied that the monitoring of methane gas and the water table is no longer required.

The subject lands are located within Registered Plan of Subdivision 65M-2984 (File 19T-88009), which was registered on September 2, 1994. Section 21.41(b) of the Subdivision Agreement, which was executed in July 1994, states that:

“Quarterly monitoring of methane gas within Block 120 should be continued for a period of at least three years following municipal assumption of the roads and services.”

The referenced subdivision (File 19T-88009/Plan 65M-2984) was assumed on January 24, 2001. Methane gas monitoring was undertaken during a period between 1994 and 1996, however there was no record of any gas-monitoring program following the assumption of the subdivision. Accordingly, in February of 2005, the City’s Engineering Department recommended certain actions be undertaken by the developer in order to satisfy that methane gas was no longer an issue, including a 6-month methane gas-monitoring program to be conducted every two months with the results to be reviewed and evaluated by the Engineering Department. The Owner undertook the necessary monitoring and in October of 2005, the Engineering Department advised that methane gas is no longer an issue on the subject lands.

The site-specific Zoning Exception 9(692) does not permit development on Block 120 until the City and the Ministry of the Environment are satisfied that the monitoring of methane gas and the water table are no longer required. Since the approval of this site-specific zoning exception, the Province of Ontario has downloaded the responsibility of ensuring the suitability of contaminated and potentially contaminated sites for development from the Ministry of the Environment to municipalities. On May 14, 2001, Vaughan Council approved a Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites, which addresses these requirements. The City of Vaughan Engineering Department is satisfied that methane gas is no longer an issue.

On December 18, 2006, Council approved a Zoning By-law Amendment Application (File Z.06.011) related to lands abutting the subject lands (shown as Parts 1, 2, 3 and 4 on Attachment #2) in order to facilitate the severance of a portion of Block 120 within Plan 65M-2984 into 2 residential lots.

Hydro One Corridor

The proposed development will be accessed from Sicilia Street, through a hydro corridor (Block 121 within Plan 65M-2984), which is owned by the Applicant. Hydro One has indicated in writing (by correspondence dated April 4, 2006 and April 24, 2008), that they are supportive of allowing an access through the hydro corridor. The applicant has advised that the access will be via a common element road and that the areas noted as common element on the periphery (as shown

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on Attachment #2) will be landscape areas that will be maintained by the condominium corporation. As such, the applicant will be required to submit applications for Draft Plan of Condominium and Site Development approval to facilitate the proposed development.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(692). The Owner has requested that the subject lands be rezoned from A Agricultural Zone to R5 Residential Zone with the following exceptions in order to facilitate the proposed development concept shown on Attachment #2.

- i) permit a building or structure without frontage on a public street, whereas frontage on a public street is required;
- ii) a minimum rear yard of 4.5m (Lots 4 to 8), 5.4m (Lot 1), and 6.6m (Lot 3), whereas 7.5m is required;
- iii) a minimum interior setbacks of 0.3m (Lots 2 and 3 and 5 to 7) and 1.2m (Lots 1 and 2, and 4 to 7), whereas 1.5m is required;
- iv) a minimum setback of 6.0m to the garage, whereas 6.4m is required;
- v) a common element driveway width of 8.0m, whereas 7.5m is the maximum permitted;
- vi) a minimum lot area of 209m² (Lots 5, 6 and 7), whereas 225m² is required;
- vii) a minimum exterior side yard of 1.81m (Lot 4), whereas 4.5m is required;
- viii) a minimum exterior side yard abutting the turn-around of 1.81m, whereas 4.5m is required; and
- ix) a minimum exterior side yard of 0.3m (Lots 1 and 8), whereas 4.5m is required.

The R5 Residential Zone will be applied to the lands devoted to the residential development, the driveway, and the common element landscaped areas. The proposed dwelling will be accessed by a common element road. An application for Draft Plan of Condominium approval and a Site Development Application will be required to facilitate the proposed plan shown on Attachment #2. It is noted that the Toronto and Region Conservation Authority has identified a 5m landscaped buffer to protect the valley edge located at the south-west limit of the property as shown on Attachment #2. It is recommended that these lands be zoned OS1 Open Space Conservation Zone as shown on Attachment #2. Furthermore, it is recommended that the balance of the lands lying under the Hydro Corridor remain zoned A Agricultural Zone to prevent development of these lands with residential or other uses. The R5 Residential Zone permits detached dwellings within the built-up area of the City, and together with the noted zoning exceptions can accommodate the proposed development concept.

The 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 R5(H) Residential Zone with the Holding Symbol "(H)", which will prevent development until servicing becomes available, and upon which, the Holding Symbol "(H)" can be removed. The proposed residential block development is subject to Site Plan Control. Accordingly, it is recommended that prior to the removal of the Holding Symbol "(H)", that a Site Plan Application be approved by Council to facilitate the development. This will also ensure that open space areas shown on the concept plan (i.e. the area west of the turn-around, the parking circle, and the area between the proposed dwellings and the hydro-corridor) will be landscaped to the satisfaction of the City.

Engineering Department

The Engineering Department has provided the following comments:

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a) Servicing Capacity

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on February 26, 2007, servicing allocation capacity for the above noted development application 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.

As noted earlier, the proposed development concept will be zoned with the Holding Symbol "(H)", to be removed at such time that servicing is allocated. The Engineering Department intends to undertake an annual review of the status of the available and unused servicing capacity and related Distribution Protocol. The availability of servicing capacity may be revisited at that time, in consideration of the status of other development applications.

b) Environmental Site Assessment (ESA)

The City is in receipt of an acceptable 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.

The applicant has also received written approval from both the City and the Region of York to use non-potable ground water condition standards as the assessment criteria for any required remedial operations.

c) Other

Supporting material that may be required at the Site Plan stage may include the submission of the stormwater and servicing report, noise report, sanitary servicing, functional servicing, and lot grading information.

Toronto and Region Conservation Authority (TRCA)

A vegetated watercourse feature traverses the southern limit of the subject lands and connects to Rainbow Creek to the south. As part of the previous development application (File Z.06.010), the Toronto and Region Conservation Authority (TRCA), Owner and the City visited the site on March 31 and July 20, 2006 to verify the extent and nature of the feature. Another site visit was conducted on August 24, 2007 and the TRCA has no objection to the subject application provided that the natural feature and a 5m buffer area are zoned in an appropriate open space category.

Real Estate

The Real Estate Department has advised that 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, prior to the issuance of a Building Permit, in accordance with 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.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

N/A

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Conclusion

The Zoning By-law Amendment Application has been reviewed in accordance with the policies in OPA #240, the requirements of Zoning By-law 1-88, the comments received from City Departments and the Toronto and Region Conservation Authority. The Development Planning Department is satisfied that the proposal to facilitate the development of 8 single-family detached dwellings on a common element road complies with the Official Plan and is compatible with surrounding land uses and appropriate at this location, subject to the comments and recommendation in this report. Accordingly, the Development Planning Department can support the Zoning By-law Amendment Application.

Attachments

1. Location Map
2. Proposed Concept Plan and Zoning
3. Original Concept Plan Considered At Public Meeting (June 18, 2007)

Report prepared by:

Clement Messere, Planner, ext. 8409
Mauro Peverini, Manager of Development Planning, 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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EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 23, 2009

Item 15, CW Report No. 12 – Page 2

Regional Implications

None.

Conclusion

This report should be received for information.

Attachments

Attachment 1 - A copy of the 2008 Annual Report.

Report prepared by:

John Studdy, Manager of Customer and Administrative Services Ext. 8232

Leo Grellette, Director of Building Standards Ext. 8218

(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 MARCH 23, 2009

Item 16, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

16

**RFP08-134
KLEINBURG-NASHVILLE FOCUSED AREA REVIEW
APPROVAL OF CONSULTING TEAM CONTRACT
FILE #25.2
WARD 1**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated March 3, 2009, be approved; and
- 2) That the deputation of Mr. Paul Mantella, 420 Nashville Road, Kleinburg, L0J 1C0, be received.

Recommendation

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

1. That the Request for Proposals RFP08-134 be awarded to The Planning Partnership to carry out the Kleinburg-Nashville Focused Area Review in the amount of \$180,000 including GST; and
2. That the Mayor and Clerk be authorized to sign the necessary documents.

Economic Impact

The study budget, not to exceed \$180,000, was included and approved in the Capital Budget for the New Vaughan Official Plan project. (Capital Budget Project #PL-9003-07).

Communications Plan

The Study's consultation process 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 communication and consultation approach will be identified in the consultant's work plan. This will include any requirements for local signs respecting the study as well as notices to be displayed in public facilities such as Community Centres and Libraries.

Purpose

To seek authorization to award the Request for Proposals to carry out the Kleinburg-Nashville Focused Area Review.

Background – Analysis and Options

The Kleinburg-Nashville Focused Area Review was included in the New City of Vaughan Official Plan Review Terms of Reference as a "focused area review" as directed by Council on May 7, 2008. The purpose of the Kleinburg-Nashville Focused Area Review is to establish an updated land use and urban design framework for areas within the Community Plan.

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On March 31, 2008, Council approved the Terms of Reference for the Kleinburg-Nashville (Rural Area) Community Plan Review (subsequently referred to as the “Kleinburg-Nashville Focused Area Review”), and directed staff to initiate the process to retain the required consultant services. The study budget, not to exceed \$180,000, was included and approved in the 2008 Capital Budget for the New Vaughan Official Plan project.

On June 23, 2008, Council approved the recommendations of the Committee of the Whole of June 16, 2008, which revised the Terms of Reference for the Kleinburg-Nashville Focused Area Review. The revision deleted “Rural Area” and “Valley and Stream Corridor” lands in Block 61 West. The Terms of Reference were also amended to include a requirement that the study have a more detailed and comprehensive look at the Nashville area. Council directed staff to initiate the process to retain the required consultant services.

The consultant selection process to retain external consulting services to carry out the Kleinburg-Nashville Focused Area Review is complete, and the recommended firm/team is The Planning Partnership. The Planning Partnership would be retained to complete the Kleinburg-Nashville Focused Area Review, based on the revised Study Terms of Reference, approved by Council on June 23, 2008, and the approved budget not to exceed \$180,000.

A Request For Proposals to undertake this Study was advertised in: the Vaughan Citizen (City of Vaughan Page); the Toronto Globe and Mail; Novae Res Urbis (NRU); and, Electronic Tendering Network (Biddingo) and the Ontario Public Buyers Association, with a closing of 3 p.m., August 25, 2008. One Addendum was issued to clarify proponents’ queries and questions. Subsequently, eleven RFP documents were picked up from the Purchasing Services Department. Four proposals were submitted prior to the closing time.

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

a) Qualification and Experience: **35%**

- Capability of the Team Leader;
- Qualifications and expertise of the team members;
- Skills consistent with the needs of the project;
- Experience in similar studies;
- Level of public sector experience;
- Demonstrated success in public stakeholder consultation; and the quality of the proposed consultation plan;
- Demonstrated skill in communicating project proposal and products, including excellent graphic presentation

b) Quality of the Proposal: **30%**

- Complete and comprehensive submission;
- Demonstrated understanding of the project requirements;
- Organization and clarity of presentation;
- Introduction of innovative ideas and concepts;
- Skill in communicating the project plan.

c) Project Management: **25%**

- Work Program, timelines and scheduling consistent with study requirements;
- Degree of participation of senior staff;
- Ability to commit to the timing objectives for the completion of the study.

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d) Financial Considerations: 10%

- Proposal Fee;
- Appropriate allocation of resources to various phases or study tasks

The criteria dealt with each of the disciplines required on each team – planning, urban design, heritage planning, environment, sustainable development, and public consultation facilitation. Each team was evaluated based on its capability, experience, expertise and skills in each discipline, and in terms of its suitability with respect to team organization, project management, public consultation, and quality of its written and oral presentation.

Four (4) proposals were received by the Purchasing Services Department at the closing date of Monday, August 25, 2008 from the following consultants:

1. Urban Design Associates
2. The Planning Partnership Limited
3. MacNaughton Hermsem Britton Clarkson Planning Limited (MHBC Planning)
4. Office for Urbanism Inc.

A committee comprising staff from the Policy Planning, Development Planning (urban design) and Recreation and Culture (heritage) Departments evaluated each of the proposals and identified two teams which best satisfied the evaluation criteria. Purchasing Services facilitated and monitored the evaluation process. Subsequently, this committee received presentations and conducted interviews with the two teams on October 8, 2008

The team led by The Planning Partnership was identified as the team best qualified to carry out the contract, based on the Committee's evaluation of their proposal and interview.

Relationship to Vaughan Vision 2020

The products of the Kleinburg-Nashville Focused Area Review, resulting in a recommended amendment to the Official Plan, will be consistent with the Vaughan Vision Statement, and in particular to Section 4 of the Vision, 'Planning and Managing Growth'. It will also be consistent with the new Official Plan principles and approach to sustainable community design.

Regional Implications

The products of the Kleinburg-Nashville Focused Area Review will conform to Regional and Provincial policy requirements, and establish the basis for the future development and redevelopment of the Kleinburg-Nashville area.

Conclusion

The lead consultant, The Planning Partnership, and their team of sub-consultants are well qualified to fulfill the requirements of the contract, and should be retained by the City.

Report prepared by:

Wayne L. McEachern, Manager of Policy Planning, ext. 8026

Attachment

1. Staff Report to the Committee of the Whole Meeting of June 16, 2008, (Report # 36, Item # 66).

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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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- iv) a minimum 0.3 m setback to the exterior stairs attached to Building “D”, whereas the By-law does not permit exterior stairways exceeding one-half storey (6 risers) in any yard;
- v) a minimum 4.8m exterior side yard setback to Building “A”, whereas 11 m is required;
- vi) a minimum 0.3 m setback to the exterior stairs attached to Building “A”, whereas the By-law does not permit exterior stairways exceeding one-half storey (6 risers) in any yard;
- vii) a minimum setback of 3.0 m to the exterior stairs attached to Building “A”, whereas a minimum setback of 9.2 m is required for exterior stairs less than one-half storey and not constructed on footings;
- viii) a minimum 4.5 m exterior side yard setback to Building “B”, whereas 11 m is required;
- ix) a minimum 4.0 m exterior side yard setback to Building “D”, whereas 11 m is required;
- x) a minimum 1.0 m setback to the landing attached to Building “D”, whereas the By-law requires any structure with a foundation or on footings to provide the same setback as the building;
- xi) a minimum setback of 2.6 m for Building “D” to the daylight site triangle, whereas 11 m is required;
- xii) a maximum gross floor area (GFA) of 7,658.48 m², whereas a maximum of GFA of 7,000 m² is permitted;
- xiii) a minimum landscape buffer of 4.5m with permitted yard encroachments along Ilan Ramon Boulevard, whereas the By-law requires a minimum landscape buffer width of 6.0m with no yard encroachments;
- xiv) a minimum landscape buffer width 4.8 m, 4.5 m and 4.0 m in front of Buildings “A”, “B”, and “D” respectively with permitted yard encroachments (landings and stairs) along Major Mackenzie Drive, whereas a minimum landscape buffer width of 6.0 m is required and no yard encroachments are permitted;
- xv) a minimum of 304 parking spaces, whereas 350 parking spaces are required;
- xvi) a maximum building height of 15.0 m (including the mechanical room) for Building “D”, whereas 11.0 m is permitted;
- xvii) a maximum driveway access width of 11.9 m, whereas a maximum driveway access width for ingress and egress movement of 7.5 m is permitted;
- xviii) permit an office building in the C4 Neighbourhood Commercial Zone, whereas an office building is not permitted; and
- xix) permit a drive-through use accessory to a Convenience Eating Establishment, whereas a drive-through is not permitted.

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2. THAT Site Development File DA.08.76 (Romdor Developments Inc.) BE APPROVED, subject to the following conditions:

a) that prior to the execution of the Letter of Undertaking:

- i) the final site plan, building elevations and landscape plans and landscape cost estimate shall be approved by the Vaughan Development Planning Department;
- ii) the final site servicing and grading plans, stormwater management report, and functional servicing report shall be approved by the Vaughan Engineering Department;
- ii) all requirements of the Region of York Transportation Services Department shall be satisfied;
- iii) all requirements of PowerStream Inc. shall be satisfied;
- iv) all requirements of the Toronto and Region Conservation Authority shall be satisfied;
- v) all requirements of the Control Architect, being John G. Williams Limited Architect, shall be satisfied; and,

b) that the Letter of Undertaking contain the following provisions:

“Prior to final approval of the Plan, the Owner shall enter into a Developers’ Group Agreement with the other participating landowners within Block 11 to the satisfaction of the City. The Agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 11. This Agreement shall also provide for additional developers to participate with the Developers’ Group Agreement when they wish to develop their lands.”

and,

“The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and conform to the City’s “Cash-In-Lieu of Parkland Policy.”

Economic Impact

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

Communications Plan

On October 24, 2008, a Notice of a Public Meeting for the Zoning By-law Amendment Application (File Z.08.055) was circulated to all property owners within 120m of the subject lands. The Development Planning Department received a letter from KLM Planning Partners Inc., dated November 17, 2008, noting the following:

“Our client seeks to ensure that the proposed development and amendment to the zoning by-law with respect to the reduction in yards and landscape strips, additional permitted uses, including the addition of a drive-through with a convenience restaurant and office building, the reduction of parking and potential impacts such as traffic, lighting security,
.../4

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noise from such facilities as drive-through, roof-top mechanical, garbage bins, loading and design issues will have no adverse impact on the surrounding existing and planned uses. We wish to ensure that the density of proposed development can be accommodated by the roads and that sufficient parking exists to avoid undue congestion and overflow.”

As of February 18, 2009, no additional written responses have been received by the Development Planning Department. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 17, 2008, and forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on November 24, 2008.

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.08.055 (Romdor Developments Inc.) specifically to amend By-law 1-88 to permit the following zoning exceptions in order to facilitate the proposed site plan shown on Attachment #2:
 - i) a minimum 4.5m front yard setback to Building “D”, whereas 11 m is required;
 - ii) a minimum 4.8m front yard setback to Building “C”, whereas 11 m is required;
 - iii) a minimum 1.8 m setback to an exterior landing for Building “D”, whereas the By-law requires that any structure with a foundation or on footings to provide the same setback as the building;
 - iv) a minimum 0.3 m setback to the exterior stairs attached to Building “D”, whereas the By-law does not permit exterior stairways exceeding one-half storey (6 risers) in any yard;
 - v) a minimum 4.8m exterior side yard setback to Building “A”, whereas 11 m is required;
 - vi) a minimum 0.3 m setback to the exterior stairs attached to Building “A”, whereas the By-law does not permit exterior stairways exceeding one-half storey (6 risers) in any yard;
 - vii) a minimum setback of 3.0 m to the exterior stairs attached to Building “A”, whereas a minimum setback of 9.2 m is required for exterior stairs less than one-half storey and not constructed on footings;
 - viii) a minimum 4.5 m exterior side yard setback to Building “B”, whereas 11 m is required;
 - ix) a minimum 4.0 m exterior side yard setback to Building “D”, whereas 11 m is required;
 - x) a minimum 1.0 m setback to the landing attached to Building “D”, whereas the By-law requires any structure with a foundation or on footings to provide the same setback as the building;
 - xi) a minimum setback of 2.6 m for Building “D” to the daylight site triangle, whereas 11 m is required;

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- xii) a maximum gross floor area (GFA) of 7,658.48 m², whereas a maximum of GFA of 7,000 m² is permitted;
 - xiii) a minimum landscape buffer of 4.5m with permitted yard encroachments along Ilan Ramon Boulevard, whereas the By-law requires a minimum landscape buffer width of 6.0m with no yard encroachments;
 - xiv) a minimum landscape buffer width 4.8 m, 4.5 m and 4.0 m in front of Buildings “A”, “B”, and “D” respectively with permitted yard encroachments (landings and stairs) along Major Mackenzie Drive, whereas a minimum landscape buffer width of 6.0 m is required and no yard encroachments are permitted;
 - xv) a minimum of 304 parking spaces, whereas 350 parking spaces are required;
 - xvi) a maximum building height of 15.0 m (including the mechanical room) for Building “D”, whereas 11.0 m is permitted;
 - xvii) a maximum driveway access width of 11.9 m, whereas a maximum driveway access width for ingress and egress movement of 7.5 m is permitted;
 - xviii) permit an office building in the C4 Neighbourhood Commercial Zone, whereas an office building is not permitted; and
 - xix) permit a drive-through use accessory to a Convenience Eating Establishment, whereas a drive-through is not permitted.
2. A Site Development Application File DA.08.076 (Romdor Developments Inc.) to facilitate the Development of a commercial complex consisting of a 3-storey office building, 2 multi-unit buildings and an eating establishment with a drive through having a total gross floor area of 17, 505.95 m² and 304 parking spaces, as shown on Attachment #2.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1 are located at southwest corner of Major Mackenzie Drive and Ilan Ramon Boulevard, municipally known as 955 Major Mackenzie Drive, in Part of Lot 20, Concession 2, City of Vaughan. The subject lands have a lot area of 17,505.95 m², 170.2m of frontage along Ilan Ramon Boulevard, and 185.7 m of flankage along Major Mackenzie Drive. 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, which permits small-scale retail and office commercial uses. The proposed development conforms to the Official Plan.

The subject lands are zoned C4 Neighbourhood Commercial Zone By-law 1-88. An amendment to By-law 1-88 is required to facilitate the development standards required to implement the proposed development and to permit an office building and a drive-through as additional permitted uses on the subject lands.

Site Plan and Zoning Review

The Development Planning Department is generally satisfied with the proposed commercial development, and will continue to work with the Owner to finalize the details of the proposed site

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plan, building elevations and landscape plan, shown on Attachments #2 to #8. The buildings are well sited and address both Major Mackenzie Drive and Ilan Ramon Boulevard and the street intersection. A mix of hard surface and soft landscaping has been provided around the periphery of the site and within the parking area in order to enhance its appearance and screen the loading areas. The final site plan, building elevations and landscape plan must be approved to the satisfaction of the Development Planning Department.

As noted above, a number of zoning exceptions are required to facilitate the proposed development. The Development Planning Department can support the proposed office building and drive-through accessory to an eating establishment as additional uses on the subject lands. The proposed office building provides an anchor for the site at the corner with a design that addresses the public streets. The proposed drive-through is located at the rear of Building “B” screened from view on Major Mackenzie Drive. The balance of the zoning exception primarily address the siting of the proposed buildings close to the street, which is encouraged from an urban design perspective.

The Vaughan Engineering Department has reviewed and provided comments with respect to the site servicing and grading plans, stormwater management report and noise report for the commercial development, and will continue to work with the Owner to finalize the details of the engineering drawings, which must be approved to the satisfaction of the Engineering Department.

The Vaughan Engineering Department has advised that the parking study provided in support of the parking reduction (from 350 to 304 parking spaces) and the Traffic Impact Study are acceptable, but note that final approval is required from the Region of York Transportation Services Department with respect to the findings of the Traffic Impact Study.

Sustainability

The Owner has advised that the following sustainable building and site development features will be incorporated into the development;

- outdoor lighting will be designed for safety and comfort and to reduce light pollution;
- an erosion and sedimentation control plan will be designed and implemented;
- recycled concrete material will be used for the stone base in the parking lot and pavement construction;
- bicycle racks will be provided on the site;
- permeable pavers will be utilized in the landscaped islands throughout site;
- plumbing fixtures which reduce water requirements will be utilized;
- roofing materials which have a high Solar Reflectance Index (typically referred to as a white roofs will be used;
- low emitting adhesives, sealants, paints and coatings will be utilized;
- an easily accessible area for the collection and storage of recyclables will be provided; and,
- landscape materials which minimize the use of water will be provided.

Relationship to Vaughan Vision 2020/Strategic Plan

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 reviewed and provided comments with respect to the applications. The Owner has provided revised plans to respond to the Regions comments, which are being reviewed by the Region of York. As a condition of approval, all requirements of the Region of York must be satisfied by the Owner.

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Conclusion

The Zoning By-law Amendment and Site Development Applications have been reviewed in accordance with the policies of OPA #600, the requirements of By-law 1-88, comments from the City Departments and external public agencies, and the area land use context. The Development Planning Department is satisfied that the amendments required to By-law 1-88 to implement the proposed plan are appropriate for the development of the subject lands and that the commercial development consisting of a 3-storey office building with underground parking, a stand alone convenience eating establishment use with an accessory drive-through, and 2 multi-unit commercial buildings is compatible with the existing and planned land uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development Applications, subject to the comments and conditions set out in this report.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building Elevation – Building “A”
5. North & East Elevations Building “B” (Tim Horton’s)
6. South & West Elevations Building “B” (Tim Horton’s)
7. Building Elevation – Building “C”
8. Building Elevation – Building “D”

Report prepared by:

Arminé Hassakourians, Planner, ext. 8368
Mauro Peverini, Manager of Development Planning, 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 18, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

18 PROCLAMATION REQUEST – PARKINSON’S AWARENESS MONTH

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of Regional Councillor Ferri and Councillor Meffe, dated March 3, 2009, be approved; and**
- 2) That the deputation of Mr. John Scaini, on behalf of Parkinson Society Canada, 104 Valleyway Crescent, Maple, L6A 1K8, be received.**

Recommendation

Regional Councillor Mario Ferri and Councillor Peter Meffe recommend:

1. That the month of April, 2009 be proclaimed as “Parkinson’s Disease Awareness Month”;
2. That a permit be issued at no charge for the use of space, tables and chairs at the Maple Community Centre, Vellore Village Joint Complex, Al Palladini Community Centre on Saturday, April 18, 2009 for the purpose of selling tulips to raise money for research; and
3. That the proclamation be posted on the City’s website, published on the City Page, space permitting, and that staff issue a news release.

Economic Impact

N/A

Communications Plan

The Corporate Communications Department posts proclamations issued by the City on the City’s website under “Events-Proclamations”. Publishing proclamations on the City Page depends on space availability. Corporate Communications will, given sufficient lead-time, issue news releases in support of the proclamation.

Purpose

To respond to requests received from the Parkinson Society Canada Central & Northern Ontario Region and Mr. John Scaini.

Background - Analysis and Options

Copies of correspondence received from the Parkinson Society Canada Central & Northern Ontario Region and Mr. John Scaini, are attached (Attachments #1 and #2).

The proclamation request meets one of the requirements of the City’s Proclamation Policy, namely, “which are promoted by an organization that is a registered charity pursuant to Section 248 of the Income Tax Act”.

The Parkinson Society Canada Central & Northern Ontario Region has requested the City to publicize this proclamation and encourage everyone to support Parkinson Society Canada during its Spring Campaign.

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Since 2005 the City of Vaughan has supported the proclamation request by the Parkinson Society Canada Central & Northern Ontario Region.

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

Regional Councillor Mario Ferri and Councillor Peter Meffe are recommending that the month of April, 2009 be proclaimed as “Parkinson’s Disease Awareness Month”, that space be made available at Maple Community Centre, Vellore Village Joint Complex and Al Palladini Community Centre on April 18, 2009 to accommodate the sale of tulips, and that the proclamation be posted on the City’s website and published on the City Page, space permitting.

Attachments

1. Correspondence from the Parkinson Society Canada Central & Northern Ontario Region, dated February 19, 2009
2. Correspondence from Mr. John Scaini dated February 19, 2009
3. Mayoral Proclamation

Report prepared by:

Angela Bortoluzzi
Council Executive Assistant

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

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Item 19, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

19

EARTH HOUR PARTNERSHIP

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of Councillor Carella, dated March 3, 2009, be approved; and**
- 2) **That the deputation of Mr. Brian McCran, on behalf of Woodbridge Lantern Walk Committee, 18 Colton Crescent South, Woodbridge, L4L 3L7, be received.**

Recommendation

Councillor Tony Carella recommends adoption of the following resolution:

WHEREAS climate change is the greatest threat to our planet's environment and therefore a major concern for all Canadians; and

WHEREAS at precisely 8:30 p.m. on March 28, 2009 major cities around the world will turn off their lights for one hour to raise awareness about climate change and to symbolize that, working together, the people of the world can make a difference in the fight against global warming; and

WHEREAS the event, called "Earth Hour" a World Wildlife Fund (WWF) initiative that was officially announced in December 2007 at the United Nations Conference on Climate Change, attracted the participation of almost 2.3 million Sydney residents, including more than 2,100 businesses, resulting in a 10 per cent reduction across the electrical grid, saving 25,000 tonnes of carbon dioxide, the equivalent of taking about 50,000 cars off the road for one hour; and

WHEREAS the following year, in 2008, Earth Hour became the biggest voluntary power reduction in history, with some 50 million people around the world switching off their lights for one hour, during which more than 370 municipalities took part in more than 35 countries across seven continents, including Antarctica, and across more than 18 different time zones; and

WHEREAS the municipalities in the Greater Toronto Area (GTA) that took part in 2008, the City of Vaughan achieved an energy drop of 3.59% – compared to Aurora 10.15%, Markham 6.02%, Richmond Hill 3.58%;

WHEREAS several municipalities in the GTA and Hamilton have already signed up to participate in Earth Hour 2009; and

WHEREAS participating in this historic event sends a powerful message to every citizen and business around the world that it's possible to take action on climate change and that switching off our lights is just one simple action we can take to help make a difference; and

WHEREAS the goal is to educate the community on the threat of climate change and what each individual and business does to make a difference every day; and to get as many individuals, households, and businesses as possible to turn off their lights as a symbolic statement that now is the time to take action on climate change; and

WHEREAS participating in this historic event sends a powerful message to every citizen and business that the City of Vaughan cares about our planet and is willing to take a leadership position against climate change and global warming;

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NOW THEREFORE BE IT RESOLVED that Council approve the venue for the Earth Hour celebrations to be at Woodbridge Pool and Arena parking lot and that the lights in the parking lot be turned off from 8:30 p.m. to 9:30 p.m.; and

That the loan of the City of Vaughan Showmobile, tables and chairs to the local Earth Hour 2009 Committee be approved.

Economic Impact

Minimal

Communications Plan

The Corporate Communications Department will issue a media release upon this recommendation.

Purpose

To demonstrate Council's support for Earth Hour 2009.

Background - Analysis and Options

See attachment.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

None

Conclusion

It is important that the City of Vaughan demonstrate its support for initiatives that address the threat of climate change.

Attachments

AMO Communication to Members.

Report prepared by:

Councillor Tony Carella

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

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Item 20, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

**20 PRESENTATION – REGION OF YORK WITH RESPECT TO THE
LONG TERM TOURISM DESTINATION DEVELOPMENT STRATEGY**

The Committee of the Whole recommends:

- 1) That the presentation of Ms. Brenda McGowan, Manager, Tourism Development, York Region, and brochure and presentation material entitled “Long Term Tourism Destination Development Strategy – Draft for Consultation”, dated March 3, 2009, be received;
- 2) That staff continue to work with Regional Staff to provide a cross departmental joint submission on the strategy recommendations by May 1, 2009;
- 3) That staff continue to work with Regional Staff to identify major tourism sector growth opportunities critical to building capacity and recognition for the City of Vaughan;
- 4) That staff identify priority lands for tourism development;
- 5) That staff provide a summary of proposed future development (ie hotels, attractions, recreation facilities); and
- 6) That staff continue to work with Regional Staff to realize opportunities for the City of Vaughan to enhance our tourism strategy collectively.

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Item 21, Report No. 12, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on March 23, 2009.

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**CEREMONIAL PRESENTATION – TD CANADA TRUST
PRESENTING A CHEQUE TO THE CITY OF VAUGHAN**

Mr. Vince Aguanno, Vice-President, Vaughan and Downsview, TD Commercial Banking, Mr. Anthony Morra, Manager, Commercial Banking, and Mr. Jack Borges, Relationship Manager, representatives of TD Canada Trust, presented a cheque in the amount of \$25,000 to the City of Vaughan in support of Vaughan Celebrates events - Winterfest, Concerts in the Park and Canada Day.